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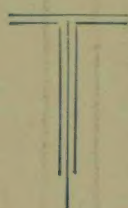
THE ILLUSTRATED LONDON NEWS

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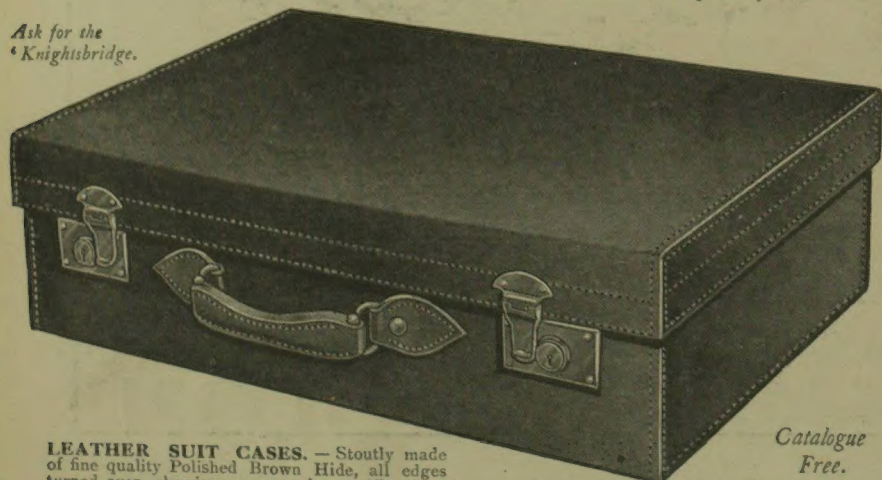
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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, APRIL 22, 1922.

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MEN WHO THREW THE "BOMBSHELL" AT THE GENOA CONFERENCE: DR. WIRTH (LEFT), THE GERMAN CHANCELLOR, WITH M. TCHITCHERIN (CARRYING PORTFOLIO), THE CHIEF BOLSHEVIST DELEGATE, AND TWO OF HIS COLLEAGUES.

The whole course of the Genoa Conference was altered by the sudden announcement that a Treaty had been concluded there on Easter Sunday (April 16) between Germany and the Bolshevik Government of Russia. A German "communiqué" of the 17th stated: "Diplomatic relations between the two countries are to be resumed. Claims for indemnities resulting from the war and now existing between Russia and Germany will henceforth be considered as annulled. Claims for damages based on the measures of socialisation adopted by the Soviet Government are also

considered as annulled, with the reservation, however, that Russia does not grant indemnities for socialisations to any third party, and does not withdraw socialisations affecting the subjects of other States. For the rest, the two States will in future observe towards one another the principles of the most favoured nation treatment and economic reciprocity." The new Treaty was regarded by the Allies as a "bombshell" thrown into the European camp. Our photograph shows, from left to right, Dr. Wirth, M. Krassin, M. Tchitcherin, and M. Joffe.

PHOTOGRAPH BY C.N.



By G. K. CHESTERTON.

SIR ARTHUR CONAN DOYLE was recently reported in a newspaper, I know not how truly, as saying that Spiritualism must be making great strides, because clergymen often introduced into the funeral service some such sentence as "These dead heroes who are with us and listening to us," or words to that effect. As reported, the remark had a slightly abrupt and even irreverent air, which I am sure Sir Arthur did not intend. But it sounded rather as if the parson had woven these words into the text of the Burial Office, which I do not think any parson is very likely to do. It was rather as if the clergyman had said in solemn tones, "Man that is born of a woman, like poor old Tom whom I am sure we all feel to be with us on this occasion, has short days and full of misery; he cometh up as a flower," and so on. This should perhaps be put to the credit of journalism rather than of Spiritualism; but even without this incongruity the argument for Spiritualism seems somewhat insufficient. If Sir Arthur Conan Doyle's movement triumphs whenever people talk of the dead being near them, it certainly triumphed overwhelmingly and completely a long time before Sir Arthur Conan Doyle. There were a good many ghost stories before there were any Spiritualistic séances; but this is not necessarily a question even of ghost stories. It is a question of a very common though a very beautiful human sentiment, which must surely be as old as the rather venerable institution of the grave.

It seems to me that when so strange a confusion is apparent in so clever a man, it is time that somebody stated the elements of the case, if it be only in a fashion that is dull rather than clever. Practically all men, or at least all tribes of men, in all ages and all countries, have believed more or less in spirits—that is, in beings more or less personal but more than human. This has been true from the beginning of history, and those who disagree with it insist that it lingers from the beginning because the beginning was barbaric. This seems to me contradicted by our own experience of the end—in the sense of the culmination and completion of great societies. It is exactly when a civilisation is highly complete, and even highly complex, that this sort of Spiritualism always reappears, as the Oriental religions appeared in the Roman Empire and as Sir Arthur Conan Doyle's new religion has appeared in our own time. There is sometimes an interlude of materialism in between; it is generally confined to the comfortable classes; it is always brief, and it always breaks down. It is obvious that it does not break down because society is barbaric, for society is the very reverse of barbaric. Even those who think it was through ignorance that the spirits originally came cannot think that it was through ignorance that they came back. It was not because he had never heard of philosophy that St. Augustine became a Christian. It was not because he had never heard of science that Sir Oliver Lodge became a Spiritualist. The truth is that the materialistic interregnum emphatically does not break down through the inroads of ignorance. It breaks

down through the inroads of knowledge. The force that has dissolved the compact cosmos of materialism is psychological even when it is not psychical. It is all sorts of detached experimentalists in all sorts of departments from Mesmer to M. Coué; it is Charcot and Lombroso and Professor Freud, and even Professor Einstein, who have in a hundred ways washed away the hard lines and limits of the possible and impossible, as marked by the materialists. The materialist universe of the intermediate generation of civilised men is found to have left out far too many things, including the facts behind the fables of the primitive men. The primitive men may or may not have had these experiences through living in ignorance. The modern men certainly find them again through seeking for knowledge.

the universal belief in evil spirits. It is even rather alien from the very general belief in mischievous and irresponsible spirits. In the tricks and transformations of the Siege of Troy, if a god would pretend to be a mortal, surely a god would pretend to be a ghost. And these beings are morally somewhat colourless; and rather capricious than cruel. The case is stronger when we come to the fiends who fill all mythologies and religions. It has been held, probably with exaggeration, but with an element of truth, that mankind rather tends towards malignant than merciful sprites. Anyhow, it is clear that this general supernaturalism has nothing to do with the truth of Spiritualism. Nobody can say he appeals to all mystical traditions, and only leaves out all the devils and all the fairies.



RENEWING HIS "DELIGHTFUL FELLOWSHIP" WITH THE PRINCE OF WALES:
THE CROWN PRINCE REGENT OF JAPAN (LEFT) AND HIS BROTHERS.

At the State banquet in Tokyo after the arrival of the Prince of Wales on April 12, the Crown Prince Regent of Japan (Prince Hirohito) said: "It is less than a year ago that I visited your wonderful country. . . . It is, therefore, a special pleasure for me to meet your Royal Highness again so soon, and to renew the delightful fellowship which we then enjoyed together." From left to right in our photograph are the Crown Prince Regent; Prince Sumino-Miya (fourth son of the Emperor); Prince Atsuno-Miya (third son); and Prince Takamatsu-no-Miya (second son).

Photograph by James's Press Agency.

In so far as it stands for this fact, Spiritualism is a perfectly sensible and even rationalistic thing. But in fact it is not identical with this; it is at once a good deal more and a good deal less. Spiritualism does not in the least mean a belief in spirits. Most men, as I say, have believed in spirits; most have believed, among other things, in evil spirits, especially in lying spirits. Spiritualism is primarily a belief that spirits do not lie; or at least that certain spirits do not lie. To this is added the fact that these spirits say they are not generally spirits, but specifically the spirits of the dead; and those of particular persons among the dead. If they do not lie they are these persons; and if they do not lie they are to be believed about the condition of those persons and the general condition of the dead. All this is so far from being identical with the universal belief in spirits that it is almost inconsistent with

But Spiritualism is also something much narrower even than a general notion of the presence of the dead. That has been believed in in all sorts of ways and in all sorts of senses. There is scarcely a lament or funeral poem, however pagan, that does not in some way imply it or appeal to it. If ever a poet paraded his atheism, it was the young Swinburne; he did it rather more ostentatiously than the young Shelley.

But he writes a sort of funeral ode to the dead Lander in the only way in which a funeral ode can be written:

But thou, if anything
endure,
If hope there be,
Oh, spirit that man's
life left pure,
Man's death set free,
Not with disdain of
things that were
Look earthward now.

From the agnosticism of this appeal to the most intense ecstasy of a mystic, who feels he may at any moment see a vision of a saint, there is every shade of this sentiment or sense of the vigilance of the dead. Spiritualism is not even the belief that the dead can hear us; it is not even the belief that we can sometimes hear them. Spiritualism, as here propounded and practised, is the belief that by certain particular processes, under certain particular conditions, we can safely hear them and believe them, and found a religious system upon them. I see no reason to suppose

that this will convince all who believe in the presence of the dead. I think it much more likely that rival spirits will appear, giving rival messages to found rival religions. I think it much more likely that the demons and the fairies will return to fight it out with the ghosts. This has nothing to do with my own religion, of course; I am only speculating on the future of the new fashion of supernaturalism. And if this alone does lead to a new religion, I should think it would be a new polytheism. And I fancy they will be rival gods, at least as much as the rival gods who quarrelled round the Siege of Troy. I doubt if it need revolve entirely round the riddle of human immortality; poets may go direct to a new Apollo or lovers to a new Venus. Anyhow, I do not see why the new pagans should offer all their sacrifices to Pluto and Proserpine, or to the deities of the dead.

BEFORE THE "BOMBSHELL" BURST: THE SMILING PREMIER AT GENOA.

PHOTOGRAPH BY KEYSTONE VIEW CO.



MR. LLOYD GEORGE AND M. BARTHOU ON THE FRIENDLIEST TERMS AT GENOA: THE BRITISH PREMIER IN GENIAL MOOD WITH THE CHIEF FRENCH DELEGATE AT THE CONFERENCE.

It is obvious from this photograph, taken at Genoa on the occasion of the opening of the Conference on April 10, that the relations between the representatives of Britain and France were of the friendliest character. Nor does it suggest anything of a careworn look in the bearing of the Prime Minister, to which some reports alluded. When, however, the Treaty concluded on Easter Sunday (the 16th) between the

Boishevists and the Germans was announced, all felt that a "bombshell" had burst in the camp. In the French Ministry M. Barthou is Keeper of the Seals and Deputy Premier (Vice-Président du Conseil). Sir Robert Horne, British Chancellor of the Exchequer, is seen on the left, and Sir Laming Worthington-Evans, Secretary of State for War, on the right at the back.

PRAISED BY THE BISHOP OF LONDON: THE FILM OF THE GOSPEL STORY.



"WIST YE NOT THAT I MUST BE ABOUT MY FATHER'S BUSINESS?"
JESUS FOUND BY JOSEPH AND MARY IN THE TEMPLE.



"THIS BEGINNING OF MIRACLES DID JESUS IN CANA OF GALILEE":
THE CHANGING OF THE WATER INTO WINE.



CHRIST TEACHING FROM THE SHIP: A SCENE IN THE FILM
"FROM THE MANGER TO THE CROSS."



"AND HE SAITH UNTO THEM, FOLLOW ME, AND I WILL MAKE YOU
FISHERS OF MEN": THE CALLING OF PETER AND JAMES.



"A WOMAN . . . BROUGHT AN ALABASTER BOX OF OINTMENT . . .
AND ANOINTED HIS FEET": JESUS AND THE MAGDALEN.



THE LAST SUPPER: A SCENE FROM THE NEW TESTAMENT FILM
PRESENTED AT THE QUEEN'S HALL.

In his sermon at St. Paul's Cathedral on Easter Sunday, the Bishop of London said that "the beautiful film called 'From the Manger to the Cross,' produced with such reverent care by Christian men and women on the actual site of the Holy Land," which he had seen for the first time on the previous Thursday, "helped him to realise much more than he had ever done before the awful hopelessness of the outlook on the evening of Good Friday." The film, which was given at Queen's Hall on April 13 and 15, was originally produced in 1912, and shown in London in that and the following year. It occupied

six months in the making and cost £20,000. The part of Christ was taken by Mr. R. Henderson Bland, actor and poet, and that of the Virgin Mary by Gene Gauntier. Except them, and six players from America, the performers were all natives of Palestine. Every exterior scene was photographed on the spots hallowed by record and tradition, including Bethlehem, Bethany, Nazareth, the Sea of Galilee, and Jerusalem. The dresses were made by a designer of Cairo who is an expert on Oriental costume. The film is to be presented in public halls of large cities in the United Kingdom during the next two years.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY THE "DAILY MAIL," TOPICAL, ELLIOTT AND FRY, VANDYK, RUSSELL, SPORT AND GENERAL, AND C.N.



MOTORIZING JOURNALIST AND NOVELIST:
THE LATE MR. GERALD BISS.



KILLED IN AN AIR CRASH AT BROOKLANDS:
SIR ROSS SMITH (LEFT) AND LIEUT. BENNETT.



A JURIST OF INTERNATIONAL REPUTE:
THE LATE PROF. A. V. DICEY, K.C., D.C.L.



FOUNDER OF THE SCIENCE OF TROPICAL
MEDICINE: THE LATE SIR PATRICK MANSON.



THE PREMIER AT GENOA: MR. LLOYD GEORGE (LEFT) WITH
HIS WIFE AND DAUGHTER MEGAN AND SIR EDWARD GRIGG.



FORMERLY "FATHER" OF THE HOUSE OF
COMMONS: THE LATE MR. T. BURT, P.C.



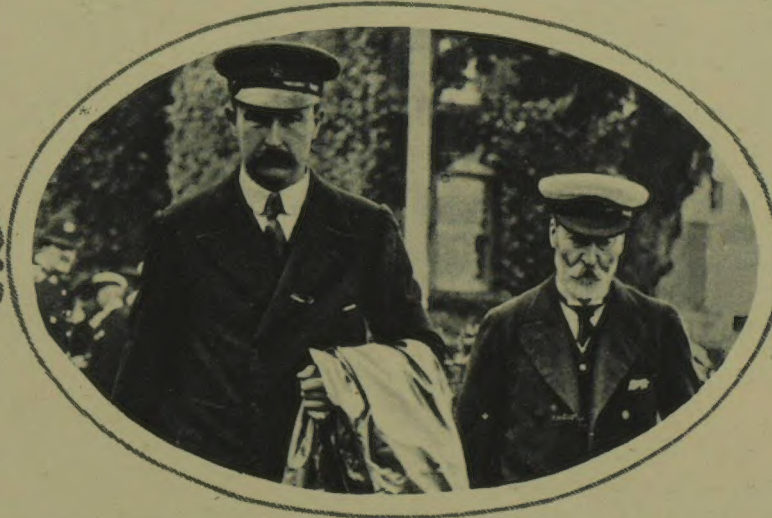
EX-BISHOP OF COVENTRY: THE LATE
DR. H. W. YEATMAN-BIGGS.



FAMOUS BOTH AS ACTOR AND DRAMATIST:
THE LATE MR. H. V. ESMOND.



"FATHER" OF THE L.C.C.: THE LATE
SIR JOHN WILLIAMS BENN, BT.



WITH HIS SON AND SUCCESSOR, VISCOUNT ACHESON, M.C.:
THE LATE EARL OF GOSFORD (RIGHT).



BOLSHEVIST TREATY-MAKER WITH
GERMANY AT GENOA: M. TCHITCHERIN.

Mr. Gerald Biss was one of the best-known motoring journalists, and had for some years contributed a weekly article on motoring to the "Sketch." He also wrote several successful novels. Personally, he was immensely popular, and his sudden death, at 46, is much deplored.—Sir Ross Smith was the famous airman who flew from London to Australia with his brother, in 1919. He was shortly to start on a flight round the world in the machine in which he and Lieutenant Bennett were killed at Brooklands on April 13.—Professor Dicey, who was eighty-seven, was for twenty-seven years Vinerian Professor of English Law at Oxford.—Sir Patrick Manson's great work was the discovery of the mosquito's part in the spread of malaria and other tropical diseases.—The Right Hon.

Thomas Burt, P.C., was M.P. (L.) for Morpeth for forty-four years, from 1874 to 1918.—Bishop Yeatman-Biggs only resigned the See of Coventry, which he had held for three years, early last month. Previously he had been Bishop Suffragan of Southwark and Bishop of Worcester.—Mr. H. V. Esmond, the famous actor and dramatist, died suddenly in Paris on April 17. Among his best-known plays were "The Law Divine," "Grierson's Way," and "Eliza Comes to Stay." Sir John Benn was head of Messrs. Benn Brothers, Ltd., printers and publishers of trade journals. He had been a member (Progressive) of the L.C.C. since it began.—The late Earl of Gosford, an Irish Peer, sat in the Lords as Baron Worlingham for nearly sixty years. He was Vice-Chamberlain to Queen Alexandra.

PORTSMOUTH'S WAR MEMORIAL; THE ETON COCK PIT; NOTABLE FUNERALS.

PHOTOGRAPHS BY STEPHEN CRIBB (SOUTHSEA); C.N.; HILLS AND SAUNDERS (ETON); AND TOPICAL.



WITH GUARDING FIGURES OF A SAILOR WITH A LEWIS GUN AND A SOLDIER WITH A MAXIM: PORTSMOUTH'S FINE WAR MEMORIAL—THE UNVEILING.



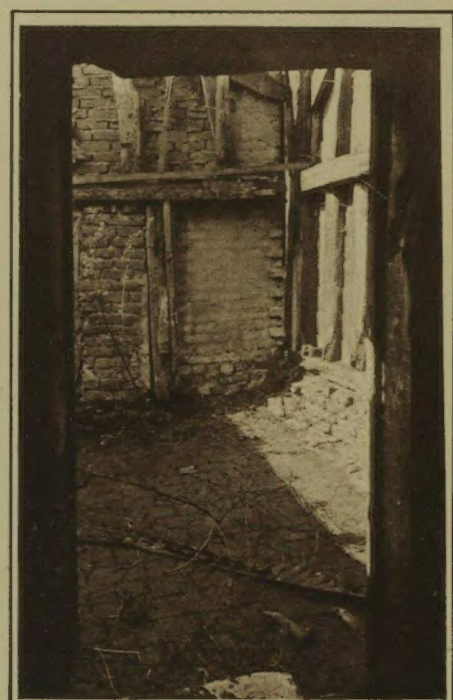
A CORNISH WOMAN'S BURIAL AT SEA: THE BOAT WITH THE COFFIN PUTTING OUT INTO ST. AUSTELL BAY FOR THE FINAL CEREMONY.



SHOWING THE FAMOUS FLOOR OF KNUCKLE-BONES: "THE COCK PIT" AT ETON.



RECENTLY VISITED BY THE QUEEN: "THE COCK PIT" AT ETON, NOW AN ANTIQUE FURNITURE SHOP.



WHERE COCK-FIGHTING ONCE TOOK PLACE: THE ACTUAL COCK PIT AT ETON.



A SON OF THE KAISER AT THE FUNERAL OF A FAMOUS GERMAN WAR LEADER: PRINCE EITEL FRIEDRICH AT THE GRAVESIDE OF GENERAL VON FALKENHAYN.

The war memorial unveiled at Portsmouth at Easter is one of the finest in the country. It stands at the entrance to Victoria Park. The Mayor, Alderman A. E. Portal, and the ex-Mayor, Sir John Simpson, took part in the ceremony.—A sea funeral took place off the Cornish coast on Good Friday, that of Mrs. Tréweek, wife of a St. Austell tradesman, whose coffin, in accordance with her wishes, was dropped into the water from a small boat. The funeral of a Devonshire artist, Miss Deacon, was similarly performed there a few years ago.—The Queen, on April 12, walked from Windsor to Eton and visited the ancient Eton Cock Pit in the High Street, afterwards going on to the College. The Cock Pit is one of the oldest houses in Eton. Her Majesty inspected the original



AT THE FUNERAL OF THE EX-EMPEROR KARL IN MADEIRA: THE EX-EMPRESS ZITA (LEFT) WITH HER ELDEST SON, ARCHDUKE OTTO, AND TWO OTHERS OF HER CHILDREN.

cock pit at the back, where the once popular sport was practised, and the room with an old knuckle-bone floor, believed to be the only one of its kind that still survives. The house was restored by Mr. J. Dowell Phillips, whose brother, Mr. Irvine Phillips, the present proprietor of the Cock Pit, showed the Queen over the premises.—General von Falkenhayn died at Potsdam on April 8. He succeeded Count von Moltke as Chief of the German General Staff after the first Battle of the Marne. Later, he conducted campaigns on the Eastern front.—The funeral of the ex-Emperor Karl of Austria took place at Funchal, Madeira, on April 6. Our photograph shows (from left to right) ex-Empress Zita, Archduke Otto, Archduchess Adelaide, and (extreme right) Archduke Robert.

THE PRINCE IN CEYLON; THE ROSS SMITH DISASTER; IRISH EVENTS.

PHOTOGRAPHS BY C.N., L.N.A., SPORT AND GENERAL, AND TOPICAL.



CINGALESE ENTHUSIASM FOR THE PRINCE OF WALES: THE ROYAL TRAIN PASSING A NATIVE "ARCH" OF WELCOME BETWEEN COLOMBO AND KANDY.



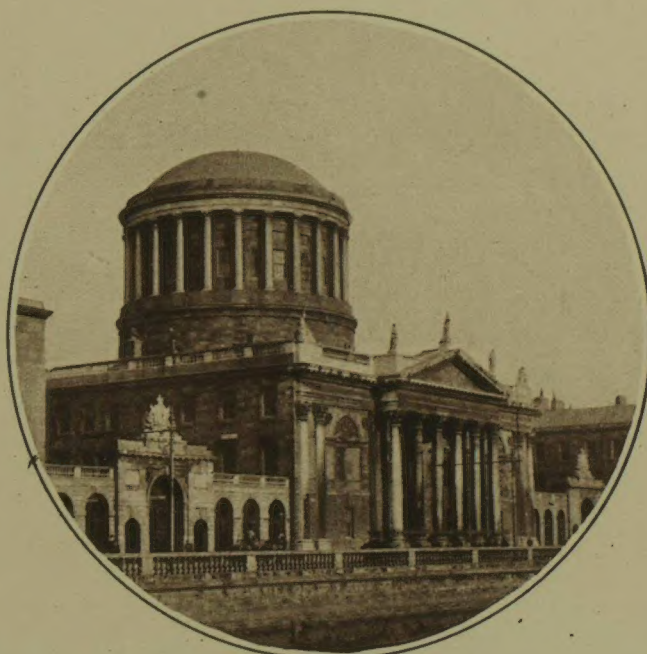
RIDING IN WINDSOR GREAT PARK DURING THE EASTER HOLIDAY: (LEFT TO RIGHT) THE KING, VISCOUNT LASCELLES, AND PRINCESS MARY.



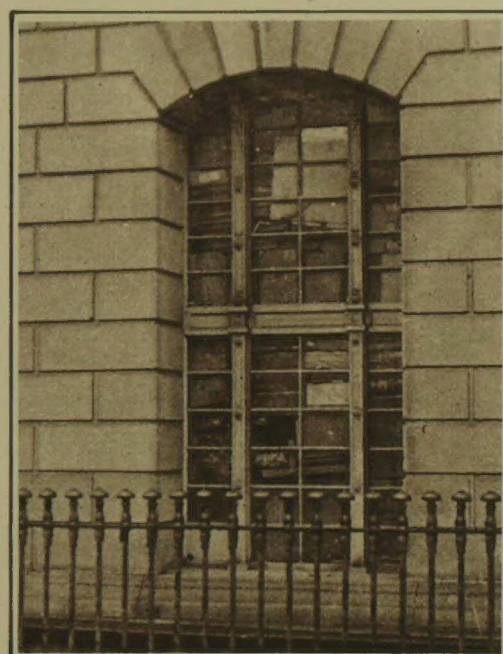
DISASTER ON THE EVE OF A PROJECTED ROUND-THE-WORLD FLIGHT: WRECKAGE OF THE "AMPHIBIAN" MACHINE IN WHICH SIR ROSS SMITH AND LIEUTENANT BENNETT WERE KILLED AT BROOKLANDS ON APRIL 13, AFTER A FALL OF 1500 FEET.



FIRED AT IN DUBLIN: MR. MICHAEL COLLINS ARRIVING FOR THE PEACE CONFERENCE.



SEIZED BY 300 ARMED REBELS ON APRIL 14: THE FOUR COURTS (THE LAW COURTS) AT DUBLIN.



AFTER THE REBEL OCCUPATION: A WINDOW AT THE FOUR COURTS PILED WITH BOOKS AND DOCUMENTS.

The Prince of Wales arrived in Ceylon on March 21, and later went by rail from Colombo to Kandy. "All the way," writes Mr. Perceval Landon, "the same multitudinous welcome awaited the royal train. Here in Ceylon was no need of watchmen along the line, or of emptied platforms, or of a 'No Man's Land' beside the track. The masses pressed closely in beside the moving wheels. . . . It was a triumphal progress all the way."—The Royal Family spent Easter at Windsor, and on Saturday, the 15th, the King went out riding in the Great Park, accompanied by Princess Mary and Viscount Lascelles, the Duke of York, Prince Henry, and Prince George. It was Princess Mary's first public appearance at Windsor since her marriage.—Sir Ross Smith, the famous airman who flew with

his brother to Australia in 1919, and Lieutenant J. W. Bennett, were killed by a 1500-foot fall at Brooklands on April 13, while making a trial flight in the Vickers Viking amphibian machine in which they and Sir Keith Smith were shortly to have attempted a flight round the world.—The Four Courts at Dublin were seized by some 300 armed men soon after midnight on April 13-14, a policeman on duty being overpowered. The Peace Conference which was opened on the 13th at the Mansion House, Dublin, between Messrs. Michael Collins, Arthur Griffith, De Valera, and Cathal Brugha, was adjourned until the 19th. Shots were fired at Mr. Collins's car as he was driving into Dublin from Naas about midnight on the 16th.

OLD MASTERS AT AUCTION: A "BIG FOUR" OF BRITISH PORTRAITISTS.

BY COURTESY OF MESSRS. CHRISTIE, MANSON AND WOODS



A RAEBURN: "ARCHIBALD WILLIAM, THIRTEENTH EARL OF EGLINTON," WHEN LORD MONTGOMERIE, AGED SIX (IN 1816).



A REYNOLDS: "LADY JANE WARREN," FIRST WIFE OF SIR GEORGE WARREN, AND MOTHER OF VISCOUNTESS BULKELEY



A ROMNEY: "ELIZABETH HARRIET, VISCOUNTESS BULKELEY" (DAUGHTER OF LADY JANE WARREN) AS HECUBA (1776)



A GAINSBOROUGH: "MISS JULIET MOTT," A PORTRAIT GIVEN BY THE ARTIST TO HER FATHER, IN TOKEN OF GRATITUDE.

In the sale at Christie's, on April 28, of early British portraits and pictures by Old Masters, are notable examples of the great eighteenth-century British portrait painters. The little boy on a pony in Raeburn's picture (the property of the late Sir Archibald Lamb, Bt.) became the Earl of Eglinton, who in 1839 held the famous tournament at Eglinton Castle, seen in the background. Lady Jane Warren, in Reynolds's picture, was the only daughter of Thomas Revell, M.P. for Dover. She married Sir George Warren, of Poynton, Cheshire, in 1758, and died in 1761. Sir George afterwards married again. Both his wives were

painted by Sir Joshua. The Viscountess Bulkeley of Romney's portrait was the only daughter of Sir George and Lady Jane Warren. She was born in 1759, and in 1777 married the seventh and last Viscount Bulkeley. These two pictures are the property of Sir Richard Williams Bulkeley, Bt. Gainsborough's charming portrait of Miss Juliet Mott, afterwards Mrs. Smith, of Piercefield, was given by him to her father as a token of gratitude for having been nursed at his house in a dangerous illness. It belonged to the late Mr. Edmund Backhouse, of Trebah, Cornwall.

TO MARRY INTO THE ROYAL FAMILY: HEIRESS TO CASSEL MILLIONS.

PHOTOGRAPH BY BERTRAM PARK.



ENGAGED TO LORD LOUIS MOUNTBATTEN, M.V.O., R.N.: MISS EDWINA ASHLEY.

Miss Edwina Ashley, whose engagement to Lord Louis Mountbatten was recently announced, is the elder daughter of Colonel W. W. Ashley, M.P., of Broadlands, Hampshire, by his marriage with Maud, only child of the late Sir Ernest Cassel. Miss Ashley was born in 1901. Sir Ernest Cassel's estate was provisionally sworn at £6,000,000, and he left a large portion of it to Miss Ashley. Lord Louis Mountbatten, who was born at Frogmore in 1900, is the younger son of the late Admiral-of-the-Fleet the Marquess of Milford Haven (formerly Prince Louis

of Battenberg) and his wife, Princess Victoria of Hesse, a grand-daughter of Queen Victoria. Lord Louis entered the Navy in 1913, and during the war served in the "Lion," the "Queen Elizabeth," and submarines. He accompanied the Prince of Wales to India and Japan as Naval A.D.C., and was previously with him on his Australian and New Zealand tour. Miss Ashley has just been on a visit to India, as guest of the Maharajah of Jaipur, and she met Lord Louis at Delhi. A photograph of them together there appears on a later page.

WILL THE MASTER OF CORMORANTS BE REVIVED? FISHING-

PHOTOGRAPHS BY Y. HASHIZUME AND K. SAKAMOTO.



AQUATIC BIRDS TRAINED LIKE FALCONS, BUT TO CATCH FISH: CORMORANTS ON THEIR RAFTS READY TO DIVE.



HARNESSING A CORMORANT: TYING THE REINS TO THE COLLAR THAT PREVENTS THE BIRD SWALLOWING LARGE FISH.



"IT SEEMED INEXPLICABLE HOW ONE MAN COULD MANIPULATE SO MANY BIRDS—SWIMMING AND DIVING IN ALL DIRECTIONS—WITHOUT THEIR REINS BECOMING HOPELESSLY ENTANGLED": CORMORANTS AND THEIR MASTERS STARTING ON A FISHING EXPEDITION IN JAPAN.

Among the most interesting and picturesque sights which Japan has to show to the Prince of Wales is the custom of fishing (by night) with cormorants, an aquatic form of falconry, also practised in China. This use of cormorants in the East is very ancient, as proved by early Japanese paintings, and it was also known in Europe long ago. Writing in our issue of August 23, 1913, when we illustrated the Japanese cormorant fisheries, Mr. Collingwood Ingram said: "Early in the seventeenth century, James I. was enamoured with the sport, and appointed someone 'Master of Cormorants.'" Possibly the Prince of Wales, on his return, may wish to have that Court office revived. Further, Mr. Ingram writes: "When on a visit to Japan, I made a point of going to Gifu to study the methods adopted by the Japanese on the river Nagara. Here the season lasts from May to October, during which time the river is

BIRDS THE PRINCE OF WALES WILL BE SHOWN IN JAPAN.

DRAWING BY FRÉDÉRIC DE HAENEN.



A JAPANESE FORM OF AQUATIC "FALCONRY" THE PRINCE OF WALES WILL SEE: THE START OF A CORMORANT FISHING FLEET, WITH THEIR BIRDS ON THE WATER.



MAKING A CORMORANT DISGORGE ITS CATCH (IN THE RIGHT-HAND BOAT): FISHING FOR AI WITH CORMORANTS ON A JAPANESE RIVER.



PINCHING A CORMORANT'S NECK TO MAKE IT DISGORGE ITS PREY: JAPANESE AI-CATCHERS IN THEIR BOAT AT NIGHT, LIT BY A BRAZIER.

visited by a small migratory fish, locally called *ai*. . . . Great, flaring braziers are placed, in the form of an iron basket, on the bows of each of the vessels. . . . The cormorants are controlled by reins attached to a small collar round the bird's neck, preventing all but the tiniest fish being swallowed outright. The man standing in the bows, deriving full benefit from the light of the brazier, has some 12 birds, while the less experienced man posted amidships usually controls 4 or 5 only. The dexterity of these fellows is most remarkable. . . . When a cormorant has completely filled its gullet, it naturally takes no further interest in the proceedings, and will then swim idly upon the surface. When this is observed, the unfortunate creature is promptly hauled in board, and, by a gentle but firm pressure of the hand, it is forced ignominiously to disgorge its booty, whereupon it is thrown back to recommence its thankless task."

BOOKS OF THE DAY

By J. D. SYMON.

THE illustrated edition of a classic novel, often a pleasant and doubtless a popular thing, for of its making there is no end, tempts one to ask how far the drawing can influence the reader's mental picture of scenes and characters. Speaking personally, I must confess that, apart from a few of the great standardised conceptions, of which Mr. Pickwick is the chief, the illustration remains for me a thing apart. From Seymour's *Pickwick*, as followed by Hablot K. Browne, there is no escape, but the other *Pickwickians*, and indeed almost the whole gallery of Dickens's portraits, refuse to be visualised in terms of any drawing. Scenes, still more obstinate in their non-conformity, arrange themselves in their own way. One approaches them from an angle that is never the angle chosen by the artist. Even familiarity with well-known pictures cannot alter the individual view. The accepted types did much to fix and popularise certain ideas, but to some readers these images must always remain quite distinct from those they conjure up for themselves.

Even when the novelist is his own illustrator the same thing occurs. The Captain Costigan Thackeray drew with his pencil falls very far short of the Costigan W. M. T. created with his pen. Harry Foker hits the mark more nearly, but for the most part the author's drawings are a disturbance when they are not an actual negation of the figure suggested by the text. Thackeray the illustrator never helped Thackeray the novelist in the same way that Phiz, Leech, Cattermole, Doyle, and Cruikshank helped Dickens.

On the most intellectual grounds, it would be possible to argue that the illustration to the novel is a disturbance and a superfluity, and that pictures are as gross a materialisation of the ideal as the attempt to represent Lear on the stage. Most novelists, although they had their misgivings, have lived on the happiest terms with their illustrators, to whom they acknowledged no small debt. Trollope's partnership with Millais is the most perfect example. Harmony, however, is not invariable. George Cruikshank thought he was the author as well as the illustrator of some

often had his moments of irritation with the creator of the second instance. So apt an interpreter as Browne did not always satisfy the principal in the affair. Browne's version of the scene at Mrs. Pipchin's disappointed Dickens grievously, chiefly because the author had the actual original of Mrs. Pipchin before his eyes, and seemed to think that his text should have communicated the idea, down to the minutest details, to "Phiz." But as Browne had never seen the lady in question, this was plainly impossible.



TO BE RE-ERECTED AFTER 23 CENTURIES: ONE OF THE FALLEN COLUMNS OF THE TEMPLE OF HERACLES AT GIRGENTI.

One of the columns to be raised is here shown looking south from the base along the three other drums to the broken capital. In the valley below is seen the so-called Tomb of Theron, and in the distance the African sea.—[Photo. by Capt. A. Hardcastle. See Article on a later page.]

Where the character or scene is purely imaginary, the artist has a better chance of success, and it is in these cases that the author declares, as he does not infrequently, that his illustrator has caught his idea exactly; the truth being, more likely, that the artist has caught and fixed something that remained for the author a little nebulous. It comes down simply to this: that every reader makes his own picture, which may or may not resemble that imagined by the author. And as has been hinted, so powerful is the picture made by the reader for himself that it cannot be altered by any creation of the artist's. If the reader likes an illustration it is because it agrees with his preconceived notion, and *vice versa*.

Vicar of Wakefield," in the edition I read as a child. Not even Hugh Thomson's beautiful drawings can replace those old and perfectly satisfying friends. His *Primroses*, *Flamboroughs*, and *Thornhills*, though exquisite, are not my early acquaintances. Between me and Thomson's illustrations to Jane Austen no such barrier exists; but even these are one remove away from the *Emma*, the *Fanny Price*, the *Elizabeth Bennet*, the *Miss Crawford*, the *Anne Elliot*, the *Mr. Collins*, and the *Knightley* who live and move and have their being when Miss Austen's words alone are the medium of communication.

When Turner was at Abbotsford making illustrations to Scott's poems, Scott directed the choice of subjects, which were purely landscape. As regards illustration of characters, he had the creator's inevitable doubts, and was alive to the difficulties. When Ellis suggested that "The Lay" should be illustrated in the style of Flaxman's *Homer*, Sir Walter replied, "I should fear Flaxman's genius is too classic to stoop to body forth my Gothic Borderers. Would there not be some risk of their resembling the antique of Homer's heroes, rather than the iron race of Salvator? After all, perhaps nothing is more difficult than for a painter to adopt the author's ideas of an imaginary character, especially when it is founded upon traditions to which the artist is a stranger. I should like at least to be at his elbow when at work."

Charlotte Brontë's views on illustration are given in a letter quoted by Mr. Shorter in "Charlotte Brontë and her Circle." In reply to a hint from Mr. Williams that she might emulate Thackeray by illustrating her own books, Miss Brontë declined, pleading lack of sufficient skill. "If then," she continues, "Jane Eyre is ever to be illustrated, it must be by some other hand than that of its author." Then she comes to the heart of the matter, and betrays the feeling inevitable to such sensitive spirits as hers. "But I hope no one will be at the trouble to make portraits of my characters . . . mostly unattractive in look and therefore ill-adapted to figure in ideal portraits. At



BUILT IN 520 B.C., DESTROYED IN 406 B.C., AND NOW TO BE RESTORED: THE GREAT TEMPLE OF HERACLES AT GIRGENTI, IN SICILY.

This photograph shows a general view of the ruins looking west. On the left are the bases and fluted shafts of the fallen columns with their capitals. In the centre is the peristyle, or covered colonnade, and on the right the *cella* (or shrine) with the blocks of its northern wall. Two of the huge capitals (8 ft. across) of the north colonnade are seen lying on these blocks, and beyond is a single incomplete column badly restored. The pick and shovel on the left indicate the enormous size of the blocks. The temple was destroyed by the Carthaginians in 406 B.C., the bases being cut into cones before the roof was burnt, so that the columns all fell in parallel lines to the south.

Photograph by Captain A. Hardcastle. (See Article on a later page.)

of Harrison Ainsworth's books, and Ainsworth naturally did not take the artist's claim in very good part. Bitter words ensued. In the end, perhaps, Cruikshank has scored, for it is his drawings alone that keep certain of Ainsworth's works still in request among collectors.

But even where author and artist were the best of friends, the creator of the first instance

Seldom does that notion conform to any traditional figure. My own experience is that, with the exception of *Pickwick*, *Micawber*, the two *Wellers* and the *Fat Boy*, I do not see and know a single Dickens character as any artist drew him. For my conception of no figure in Scott am I indebted to any illustrator. The characters of only one novel live for me under the forms impressed by an artist. They are those of "The

the best, I have always thought such representations futile."

If ever author gave artist abundance of minute detail for portraits it was surely Charlotte Brontë. Although her material is more attractive than she supposed, her instinct was right. There is a quality about her work and that of her sisters that eludes the most subtle pencil.

THE RARITY OF AIR TRAVEL ACCIDENTS: A REASSURING RECORD.

DRAWN BY W. R. ROBINSON.



YEAR 1920.
FLIGHTS—
 Number of Flights by British Machines
2,854.

PASSENGERS
 carried by
 British Machines.
5,799.

Flights by
French Machines
657
Passengers
 carried by
 French Machines
486

Flights by
Belgian machines
104
Passengers
 by Belgian Machines
98

Flights by
Dutch Machines
5
Passengers NIL

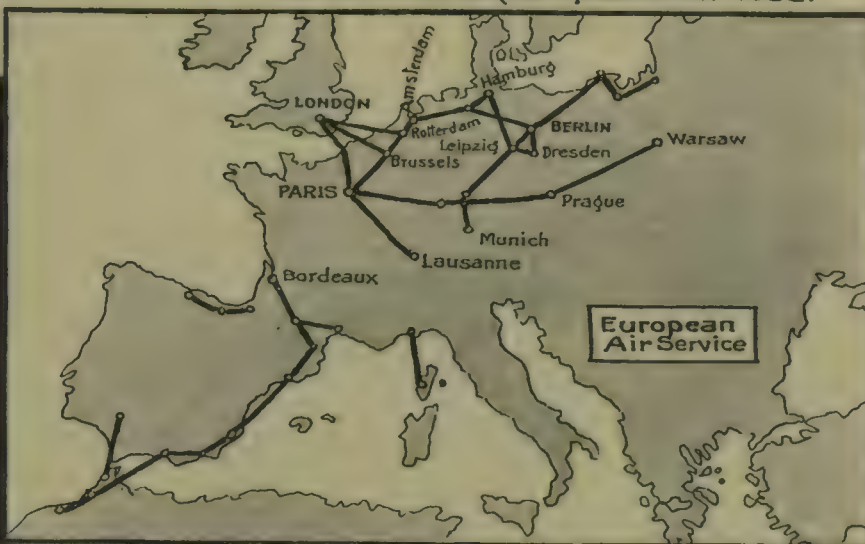
by Others
 NIL

GRAND TOTAL
 of Passengers carried
 to and from the
 Continent in 1920—
6,383.

Goods transported
by Air
Year 1920.
 Imported Total Values £677,047
 Exported Total Values £351,765
Year 1921.
 Imported £375,474
 Exported £195,826
 (Britain)



Interior of Cabin
 London-Paris Aeroplane Service.



GRAND TOTAL
 of Passengers
 carried to and from
 the Continent in 1921.
10,731.

Accidents.
British Civil Aviation
 (including Continental Routes)
Year 1920
 Out of 42,296 passengers
 (Mileage 546,400 m.)
 14 Killed.
 15 Injured.
Year 1921
 Out of 42,680 passengers
 (Mileage 452,000 m.)
 3 Killed.
 6 Injured.

A COMMENT ON THE RECENT AIR COLLISION: FIGURES SHOWING THE SMALL PERCENTAGE OF ACCIDENTS.

The disastrous head-on collision in a fog between a British and a French cross-Channel aeroplane has raised the question of the safety of air travel. It has also caused a scheme of airway rules to be drawn up, including separate routes for machines travelling in opposite directions. Lest the disaster should arouse too much misgiving in the minds of air passengers, it is well to remember that the proportion of accidents has been very small, as the above figures show. The Secretary of State for Air (Captain F. E. Guest) said in reply to a question

in the House: "The British subsidised London-Paris air service carried nearly 6000 passengers during the year just ended, on nearly 1100 machine voyages, without a single fatal accident. Comparable figures of French London-Paris air services are, approximately, 1600 machine voyages, carrying 4500 passengers." The figures in the lower right-hand corner cover many other flights besides the Continental. The totals of British Civil Aviation Flights are (for 1920), 26,803 flights; (for 1921), 23,152.—[Drawing Copyrighted in the United States and Canada.]

A COLLISION AT SEA—ON DRY LAND: FILM STUDIO MECHANISM FOR A REALISTIC SHIPPING DISASTER.

DRAWN BY W. R. S. STOTT.



THE COLLIDING BOAT'S BOW RUN ON RAILS AND INRUSHING SEA FROM HOSE-PIPES:

Disasters on the films are not always what they seem. Our drawing gives an interesting glimpse "behind the scenes," so to speak, of the Famous-Lasky film studio for the reproduction of the shipping collision described in the first chapter of Jack London's story "The Sea-Wolf." The construction of the setting was long, elaborate and costly. First the deck of the ferry boat, an exact replica of a real ship, was built, with mechanism to make it rock and sway under the impact of collision. Then on one side (the left in the illustration) was constructed a platform like an immense chute sloping downward towards the ship's side. Along this platform an imitation prow of a big steamer, of heavy metal plates, was made to run on rails. On the other side of the doomed

AN INCIDENT FROM JACK LONDON'S "THE SEA-WOLF" ENACTED FOR THE FILMS.

ferry-boat was made a swimming-pool, large and deep, with hidden mechanical rollers to agitate the water, into which frantic "passengers" could jump overboard. The film was taken at night, and the lights so arranged as to bring the ship out clearly while leaving the background dim, to indicate fog. The action of the passengers was carefully rehearsed, as any mistake meant great risk to them from the impact. The heavy sham prow was then released, and crashed its way through the ship's side. To show the inrush of the sea, hose-pipes were played on to boards fixed at an angle to the deck, to make the water rise and swirl. In the foreground are camera-operators, with the director roaring orders through a megaphone.—[Drawing Copyrighted in the United States and Canada.]

The World of the Theatre

By J. T. GREIN.

"**C**HER MAITRE," I said to M. Coué, who gave me half-an-hour's enlightenment while the crowd surged on the stoop and in the hall, "I come to ask you for a mental nostrum for our artists." A little while before I had listened to his discourse, in French and English, which he addressed to a drawing-room filled to suffocation. Here they were, the lame and the halting, with nurses and in bath-chairs; here were artists, writers, City men, the "Cloth," the shabby-genteel and the *élégantes* of the West End—sufferers all

or artists have to do is to say as swiftly and as often as their tongues permit it, '*Je n'ai pas le trac*'—nothing more than that—whenever they are standing or are about to come out into the open. You smile! Why? Oh, I know! We must find an English translation—have you a word for '*trac*'?"

"Of course," said I; and I began to pour forth "No funk! No funk!"

"That's good!" he exclaimed. "*Tout-à-fait ça*. Now you may print that in your paper," and he pointed with a little gesture of pride to the front page of *The Illustrated London News* of April 8.

We then went on talking. I confessed myself, to his great pleasure, to be a disciple of many years' standing. I owe it to him that not far from the end of my third decade I have felt "younger and younger every day"—he has taught me the power of mind over matter in troubled hours and in busy ones. Before parting he gave me two points which are well worth recording. "Remember this," he said; "when you have pain or worry during the day, say: '*Ça passera*' (It will go) at lightning speed; when at night worldly things haunt you or sleep will not come, chant as if it were a prayer of a devout Catholic kneeling in his pew: 'It will go,' or (in the case of insomnia) 'It will come.' Chant it slowly until—well, until you can remember no more." I left, a wiser and a happier man: with concentration, here is the secret of finding the joy of life.

Mr. Leon M. Lion has granted the Court Theatre to the sixth season of the French Players; and this time, under the artistic leadership of George de Warfaz and the administration of Henri Bonnaire, we hope that at length the foundation will be laid of a real and permanent French Theatre in London. A rare little band of actors, French and English, has been reunited in London itself; but Paris will send us Mlle. Andrée Pascal, one of the most promising actresses of young France; and the *répertoire* will range from Tristan Bernard to Sacha. So there will be something for everybody who knows French—for the high-brow as well as the man and the woman who think in the theatre that a laugh makes life worth living.

A word about Arthur Serena, a dear friend who has done more for England than England ever appreciated. He was a great man of business, and he used his wealth for the nation. He endowed no less than seven chairs at our Universities for the propagation of his beloved Italian and the art of

of Boredom," he supplied me with the sinews which led to a momentous *matinée* at which Nina Boucicault made the hit of her life. (Will not one of our managers remember this truly great actress?) Arthur Serena was the official representative of the smallest State in the world, the Republic of San Marino—the Rock State in Italy of 6000 inhabitants. When our King was crowned, Arthur Serena was the Minister-Plenipotentiary of his microcosm, and the Court placed at his disposal a mansion in Belgravia, a *chef*, a wine-cellar, a pair



NELSON DISCOVERS LADY HAMILTON IN THE NATIONAL GALLERY: MR. NELSON KEYS AS THE ADMIRAL, WITH MISS IRENE RUSSELL, IN "THE CURATE'S EGG," AT THE AMBASSADORS'.

Mr. Nelson Keys shows his remarkable versatility in the revue he has produced at the Ambassadors' Theatre, "The Curate's Egg." It may be said that all the parts in which he appears—and they are many, ranging from Adam to Nelson—are excellent. The Nelson scene is laid in Trafalgar Square.

Photograph by Foulsham and Banfield, Ltd.

from pain, nerves, and sleeplessness. And like a priest he showered solace and blessing on them all, had a formula for every ailment, a ready answer to every query. Oh! these persistent bores who would weary a saint with their useless questions, often merely for show, oftener still suffused with the parading of half-knowledge! I asked M. Coué whether this speechifying, this endless preying on his intellect, did not fatigue him; and he said, in his charming French, that he felt as fit as a fiddle and could go on *ad infinitum*.

As he spoke, I scrutinised the features of this simple little celebrity, and I thought of a Foch in miniature: the same cast of face, the same impression of indomitable will, but with brown, soft eyes, in which I could read a world of goodwill; and mostly a smile played on his lips, and he talked not like a great *savant*, unapproachable, rigid, but like a dear Dutch uncle ever ready to soothe with the cosiness of his voice.

"*Alors*," said he, "you want me to give you a formula for nervous actors and musicians, who fear footlights and platform. I am an old hand at that game: we have a musical academy at Nancy, and nearly every scholar passes through my hands before trial and examination—the results are marvellous. Now, all your actors



PRODUCED IN SPITE OF THE COMPOSER'S BAN: M. LEONIDE MASSINE AND MME. LYDIA LOPOKOVA DANCING STRAVINSKY'S "RAG-TIME," AT COVENT GARDEN.

M. Igor Stravinsky objected to the theatrical performance of his ballet "Rag-time" at Covent Garden, until he had arranged the music for that purpose. Nevertheless, it was produced, and proved so popular that it was repeated the following week. The rights of the performance were said to have been definitely assigned to M. Massine by the music publishers.—[Photograph by Stage Photo. Co.]

of horses, and a barouche. We had high jinks then, and many were the bumpers heaved and drained to that good King George V.!



COMTE D'ARTOIS, HUNGRY AND PENNILESS AMID PLENTY, REGAINS HIS WIFE: MR. SEYMOUR HICKS AND MISS BARBARA HOFFE IN "THE MAN IN DRESS CLOTHES," AT THE GARRICK.

Mr. Seymour Hicks achieves a *tour de force* in "The Man in Dress Clothes," a blend of farce and sentiment, at the Garrick Theatre. He is Lucien, Comte d'Artois, beggared of everything except his dress suit. After vainly trying to secure a dinner at a fashionable restaurant, Lucien encounters his wife, who has arranged to divorce him, and, in a sentimental scene succeeds in winning her back.—[Photograph by Stage Photo. Co.]

Italy, whence his father came. He was a great friend of the theatre, and when, in 1901, I translated, with M. L. Churchill, Pailleron's famous "World

A proud man must be Kenneth Barnes, the Vanbrugh brother, of his work at the Royal Academy of Dramatic Art. Year by year there is advance—this year, when the pupils exhibited their prowess at the Globe on April 11, it was a Leap Year. Two discoveries: an *ingénue*, germane to Meggie Albanesi, in Miss Beatrix Thomson—a delicious Caroline of Maugham, who had the creatrix's (Irene Vanbrugh) fullest approval—and I hope she carried the Gold Medal. A little Bonaparte, in a French gem, "L'Occasion," by Jacques Lenormand and S. Rivollet—in the young frame but the real spirit of him who courted women, the sun, and empires—Guy Boulton hushed a house of sisters, cousins, aunts, and Pressmen into silence. Though a Briton, he, in the eloquence of his French, made the hit of the afternoon. To him went the prize of a trip to Paris; but to Miss Fabia Drake came an extra "accessit" of a "first return ticket" to join her partner. But could I distribute the honours, I would give the *Palme* of the Instruction Publique to Mlle. Gachet, who has made the French division of the R.A.D.A. a vital element.

WITH A SPEARMAN IN THE "PULPIT": ATLANTIC SWORD-FISH SCHOONERS.

FROM THE PAINTING BY CHARLES PEARS, R.O.I.



ATTACKING ARMED FIGHTERS OF THE DEEP, CAPABLE OF PIERCING A BOAT'S SIDE: SWORD-FISH SCHOONERS OF GLOUCESTER, U.S.A., "THE FASTEST FISHING-BOATS UNDER SAIL IN THE WORLD."

"Sword-fish schooners," writes the artist, "are the fastest fishing-boats under sail in the world. They have to be, for the sword-fish is a fast mover. He is a fighter, too. Often has he charged a ship and driven his 'sword' through her stout planking. When a school of sword-fish is sighted, the spearmen goes for'ard to the end of the bowsprit and gets into the 'pulpit,' an iron fitting at the end of the spar, where he stands to drive his lance into a fish. The line attached to the spear rushes out of the tub in which it is coiled, and the fish

makes off, doubling his speed in a vain effort to escape. A good-sized fish will often fetch as much as 40 dollars; but it is a hard life, and it needs fine seamanship in the chase amid the huge seas of the Atlantic when bad weather prevails." The sword-fish is widely distributed in the ocean, but is most common off the North American coast. Its average length is 7 ft., but some are 12 ft. or 15 ft. The "sword" is used to spear its prey, such as cod, tunny and mackerel, and even to attack whales.—[Copyrighted in the United States and Canada.]

SINCE STARTLED BY THE RUSSO-GERMAN TREATY: THE GENOA CONFERENCE—GUARDING THE BOLSHEVISTS; OPENING SESSION.

PHOTOGRAPHS BY VAUCHER, C.N., AND FARRINGTON PHOTO CO.



SHUT OFF FROM THE STREET BY A SPECIALLY BUILT ZINC WALL: THE ARRIVAL PLATFORM ARRANGED FOR THE BOLSHEVIST DELEGATES, GUARDED BY CARABINIERI.



WHERE THE BOLSHEVIST DELEGATION WAS HOUSED: THE IMPERIAL WHERE A SPECIAL MILITARY FORCE WAS



PALACE HOTEL AT STA. MARGHERITA, NEAR RAPALLO, STATIONED FOR THEIR PROTECTION.



SHOWING THE STREET SIDE OF THE ZINC WALL BUILT TO CONCEAL THE BOLSHEVISTS FROM VIEW: THE COVERED ARCH THROUGH WHICH THEY ENTERED THE ROYAL PALACE.



BOLSHEVIST DELEGATES AT GENOA: (L. TO R.) MM. LITVINOFF, YOROVSKI, JOFFE, VACHOVSKY, NOVICKY, AND SLIVKIN.



GOODWILL AMONG THE BRITISH, ITALIAN, AND FRENCH: SIR L. WORTHINGTON-EVANS, SIGNOR FACTA, AND M. BARTHOU.



(L. TO R.) SIR ROBERT HORNE, MR. LLOYD GEORGE, SIGNOR FACTA, AND M. BARTHOU.



THE CHIEF BOLSHEVIST DELEGATE, WHO CONCLUDED THE TREATY WITH GERMANY: M. TCHITCHERIN LEAVING THE IMPERIAL PALACE HOTEL, WITH ITALIAN GENDARMES ON GUARD.



MET TO RECONSTRUCT ECONOMIC EUROPE IN THE BIRTHPLACE OF EUROPEAN BANKING: THE OPENING SESSION OF THE GENOA AND THE BOLSHEVISTS FACING THEM AT



CONFERENCE IN THE HALL OF ST. GEORGE'S PALACE—SHOWING THE BRITISH DELEGATES AT THE PRESIDENT'S TABLE (LEFT) THE OPPOSITE END (ON THE RIGHT).

The opening session of the Genoa Conference, at which 34 States were represented, took place on April 10, in the great hall of the Palazzo di San Giorgio (Palace of St. George) which was the birthplace of European banking. Signor Facta, the Italian Premier, opened the Conference, and was elected President, on the motion of Mr. Lloyd George, seconded by M. Barthou. The Presidential table is that at the left-hand end of our photograph. The Italian delegates had the French on their right and the British on their left. Mr. Lloyd George, who is seen looking round, sat between Signor Peano, Italian Minister of Public Works, and Sir Robert Horne. Next to Sir Robert on the other side is Sir L. Worthington-Evans. The Bolshevik delegates are seen at a table facing the President. The leader, M. Tchitcherin, is seen in the centre, with his left hand on the table, and next to him, beyond, is M. Litvinoff, with right arm on

the table and leaning forward. The Germans sat at a side table. Elaborate precautions were taken by the Italian authorities to protect the Bolshevik delegates, who were quartered at the Imperial Palace Hotel, Sta. Margherita, near Rapallo, and came into Genoa, for the Conference meetings, by train. An extra force of troops and numerous plain-clothes and other police were placed on duty. The railway was under military guard the whole way, and in Genoa a special arrival platform was arranged, with a high zinc wall built to shut out the view from the street, and a roofed entrance to lifts by which they mounted to a covered arch over the roadway leading to the Royal Palace. Most of the committee work was done in the Royal Palace, while St. George's Palace was reserved for plenary sessions. As mentioned on our front page, a Treaty between Germany and the Bolsheviks was announced on April 17.

"MAN OVERBOARD!" PRACTICE IN THE NAVY: AN OCCASIONAL FLEET EVOLUTION.

FROM THE PICTURE BY CECIL KING.



"THE LIFEBOYS CONSIST EACH OF FOUR COPPER GLOBES JOINED BY A WOODEN CROSS-PIECE AND FITTED WITH CALCIUM FLARES": A PRACTICE "RESCUE" ON A GENERAL SIGNAL OF "MAN OVERBOARD!"

"Man overboard!" is a cry that may arise at any time of night or day at sea, necessitating instant measures of rescue. In the Navy, of course, everything is prepared for such a contingency. "A practice of this procedure adopted in the case of 'Man overboard,'" writes Mr. Cecil King in a note on his picture, "is one of the evolutions sometimes carried out in a fleet. On a general signal being made, the two emergency lifebuoys are dropped and the sea-boats' crews called

away. The ships are maneuvered by turning or going astern as close to the buoys as possible before they are stopped. The boats are lowered and pulled towards the lifebuoys, which are then 'saved' and returned to the ship. The lifebuoys consist each of four copper globes joined by a wooden cross-piece, and are fitted with calcium flares which ignite on reaching the water."—[Drawing Copyrighted in the United States and Canada.]

The Best of the Book

MILK—AND THE DEATH OF KINGS AND COMMONERS.*

MILK is "vril," the vital food, in the Central Africa of Mr. Roscoe's exploring. Amongst the pastoral people, "no cowman calculates his greatness or his wealth by the amount of land he owns, but always by the number of his cows. Land is only of value from the grass it grows for the herd, for the cowman has one love which surpasses all others, and that is for his cows. If a favourite cow falls sick, he will tend it day and night; and should it die his grief is extreme—at times even greater than for a wife or child. Men have even been known to become insane and to commit suicide when one of these favourites dies."

It is imperative to realise this before there can be proper appreciation of many of the manners and customs of the tribes and races.

It accounts fully for the elaborate sacred-milk ceremonies observed in Bunyoro—the cleansings, the purifications of the milkmaids and milkmen to royalty, described and pictured by Mr. Roscoe in *The Illustrated London News* of a year ago; for the sanctity of the kine; for such a fact that when an Ankole cowman dies he is buried in the cow-dung swept up in the kraal.

It explains, too, points in the ritual hedging the passing of dusky majesty from earthly kingdom to lion's body.

"The pastoral people of Ankole believe in the transmigration of royal souls, and the king is therefore not deified after death, as are the kings of Buganda and Bunyoro, but is thought to pass to what we should consider a lower grade and take the form of a lion. The other members of the royal family also take, after death, the forms of animals and reptiles, the king's wives (who are not necessarily of royal blood) becoming leopards, while princes and princesses take the form of pythons."

Here it may be noted that no king of Ankole of other days desired a natural death or allowed himself to lie ill for any considerable period. On reaching old age or when strength was failing from some other cause, he would take a dose of a powerful poison whose ingredients were always kept at hand by the

instrument might be displayed until the new king began his reign. Firewood had to be broken, not chopped, and the fires in the royal kraal were allowed to die out.

"The body of the king was arranged with the legs bent up so that the knees came under the chin, an attitude favoured by cowmen when they squatted at rest while herding their cows. A white cow which had only one calf, and whose calf was still living, was brought, and two or three men twisted its head sharply until its neck was broken. A white sheep was also killed, and its skin prepared for use in the burial rites. A little milk was taken from the cow before she was killed; some was poured into the mouth of the dead man, and the remainder over some grain which lay in the sheep-skin. This was put on the dead king's stomach.

Ceremonies somewhat akin are found in Bunyoro. Technically, all cattle are the property of the king. When a Banyoro dies, the king has to be informed. "This is not so easy as it sounds, because, as the king is supposed to be equal if not superior to death, to tell him that death has succeeded in robbing him of a subject is a task fraught with risk and even danger to life. The heir therefore chooses two or three men whom he knows to be fleet of foot, and in the early morning, with the first signs of dawn just showing, these set out for the royal enclosure, driving in front of them a cow. They follow the main road until they approach the enclosure, when they stop and send the cow forward at a run. As it nears the gate they shout, 'So-and-so is dead. Death has robbed you,' and flee for their lives, for the guards of the great chief

'Bamuroga' at once rush out of the enclosure to capture the bold men who dare shout such an insulting message to their king. Capture would mean death, but as the messengers have a good start and the guard do not follow far, there is not much likelihood of that."

With many another matter; with the customs attending the death of a king of Bunyoro, the accession and coronation of the successor, and the annual "reincarnation" of the dead, with its sequel of death by strangling; with the 'initiation' of young men and young women, there is no space to deal here. Readers of this paper will recall some of them, and they are fully and admirably described and illustrated in the work under review. We touch upon but one phase of Mr. Roscoe's book, which is an enthralling tale of his leadership of the Mackie Ethnological Expedition. As the writer himself puts it: "The only records are in the memories of the people, and a very short time will suffice to sweep them into oblivion." The Early Ford Age of

the world's history is dawning. The rapid passage of knowledge and ideas, the ease of communication, the universal interchange of trade, all tend to standardise the nations, to make each one of them an assemblage of kindred parts giving joy



MORE TO THE PASTORAL NATIVE OF ANKOLE THAN WIFE OR DAUGHTER: LONG-HORNED CATTLE.

The cowman of Ankole cares for his cows more than he does for wife or child, and has been known to commit suicide on the death of a favourite animal. So large are the beasts' horns that the women of some parts use them as water-vessels.

Illustrations reproduced from "The Soul of Central Africa." By Courtesy of the Author and of the Publishers, Messrs. Cassell and Co.

and the skin of the cow was secured tightly over all. For two days the body lay in the royal kraal, and it was then taken to a sacred forest, where it underwent a further process of washing with milk. After some days the priest came forward with a lion cub and announced that the king was reborn in this form."

The death of the man of ordinary class also called for rites. On the day of death the body is buried in the dung-heap of the kraal, but the interment must not take place until the cows have returned from pasture. "That night none of the cows is milked, nor may the calves be fed, and during the night the cows low continually and the calves call to their dams. The people sit outside by the gate of the kraal, where fires are lit, and not even the small children are allowed to sleep. They weep and mourn when the body is taken to its resting-place, and they continue to mourn till the heir comes. As until that time none of the mourners may enter his house to rest, it is customary for the heir to come early in the morning following the funeral. When he arrives, the chief bull of the dead man's herd is killed and cut up for the food of the mourners; then the cows are milked and brought to stand near the entrance of the kraal. The milk vessels and other utensils are brought from the house and inspected, those that are faulty being destroyed by the grave, while the rest are placed ready for purification."

Purifying from the taint of death is in the hands of a favourite sister of the heir. Dipping a bunch of herbs in a bowl containing a mixture of white clay and water, she sprinkles the heir, his relatives and friends, and the cattle. Her fee takes the shape of a few cows.

"After the purificatory rites are ended, the heir usually gives a few cows to the ghost of the deceased, and these cannot be taken away or used for any purpose without the sanction of the ghost, which must be obtained through the priest, who ascertains its wishes by oracle."

When a woman dies there is less to do. "Her husband sees that she is buried in the cow-dung heap, and he probably obtains a new wife from the same family, who is then known as the heir of the first wife." That is not surprising when the position of the native woman is recalled. Even if, as purifying sister of an heir, she gains some cattle, she cannot take them away unless she has a son, and if she has a son the beasts are looked upon as his!



OF GREAT POWER: MEDICINE-MEN OF ANKOLE READY FOR WORK.

The medicine-man still wields great power, despite the march of Western civilisation. In other days, the Court medicine-man, in particular, was a considerable personage; for he it was who kept the ingredients for the King's death-draught, stored in the shell of a crocodile's egg! The native medicine-man deals, of course, with illnesses of the body and the soul and is a go-between for man and ghost.

court medicine-man, who stored them in the shell of a crocodile's egg. In a few moments, the king's life was ended. "All work now ceased in the land, every spear was wrapped up, and no sharp

* "The Soul of Central Africa." A General Account of the Mackie Ethnological Expedition. By the Rev. John Roscoe. With over 100 illustrations and map. (Cassell and Co.; 25s. net)



EXORCISING A GHOST: MEDICINE-MEN OF ANKOLE AT WORK.

"Ghosts are ever watching over the affairs of the clan to keep its members from straying from the right path. On the other hand, ghosts from other clans may come with evil intent, causing illness or possibly death. Those have to be captured and destroyed; but the ghost of a member of the clan has to be persuaded to forgive the offence and come out of the patient, and to accomplish this the relatives will give it large presents of cattle."

to the "Stockist"! But there are hours before High Noon and, very fortunately, men like John Roscoe to utilise them. Such work as his cannot be valued truly within the memory of men living: it will grow in importance as the years pass. Meantime, the story of it can—and will—be read and appreciated. E. H. G.

GENOA'S CHIEF ATTRACTION FOR AMERICANS: THE HOUSE OF COLUMBUS.

DRAWN BY G. D'AMATO, OUR SPECIAL ARTIST AT GENOA.



WHERE THE DISCOVERER OF AMERICA SPENT HIS BOYHOOD: THE HOME OF CHRISTOPHER COLUMBUS AT GENOA.

Though the Genoa Conference failed to attract the United States, Genoa itself possesses a shrine that is venerated by all Americans—the ancestral house of Christopher Columbus, No. 37, on the left-hand side of the Vico Dritto di Ponticello, just outside the Gothic Porta Soprana, seen in the illustration. Columbus was born at Genoa, probably in 1446—whether in this actual house is uncertain. Our drawing shows it as it is to-day, since some upper storeys built at a later date were demolished, in order to isolate and preserve the historic portion. "Only the ground floor," says Mr. d'Amato, "is really ancient. The house was damaged

by the French fleet that bombarded Genoa in 1684. Documents recently found prove that Columbus passed his boyhood and part of his adolescence in this house, which belonged to his father, Domenico Colombo, a wool-carder, and contained the workshop. There were two other sons—Bartolomeo, Jacomo, and a daughter, Bianchinetta. Domenico is known to have been carrying on his trade in Genoa on April 1, 1439. In 1476 he removed to Savona, and the house passed to Bianchinetta's husband, Jacomo Bavarello, a cheese-merchant. It afterwards changed ownership many times."—[Drawing Copyrighted in the United States and Canada.]

HAS THE EARTH A "TAIL"?—OUR APPARENT COMET-LIKE APPENDAGE.

DRAWN BY SCRIVEN BOLTON, F.R.A.S.



AS THOUGH SEEN FROM THE MOON: THE EARTH AND ITS LUMINOUS TAIL, STRETCHING FAR INTO SPACE AWAY FROM THE SUN—POSSIBLY SUN-RAYS BENT ROUND THE EARTH BY ITS ATMOSPHERE.

"At certain times of the year," writes Mr. Scriven Bolton, "there is frequently to be seen a mysterious patch of light in the evening sky exactly opposite the sun. It is now generally believed to be a perspective view of a tail to the earth, stretching far into space away from the sun. It is not really a question of whether such an appendage exists, but of what is the reason or cause of its existence. Opinions of well-known astronomers who have observed it from the world's best climates are diverse. Evershed, observing in India, believes it to be composed of hydrogen and helium, the two lightest gases in our atmosphere, which are driven off into space by the sun's light pressure. Some think that a comet-like tail is caused by the

faintly self-luminous state of our atmosphere. Then we have the theory of Moulton and Gylden, that the patch of light is reflected sunlight from myriads of tiny moons to the earth, oscillating to and fro always on the night-side of our globe. Barnard, of the Yerkes Observatory, Wisconsin, U.S.A., is of the opinion that a tail might easily be caused by our atmosphere bending the sun's rays round into the earth's night-side, and forming a cone of light into space. This theory is considered feasible when we recollect that our atmosphere does not stop at 100 or 150 miles above the earth's surface, but probably extends, in a rare form, for many thousands of miles. It might extend for 600,000 miles."—[Drawing Copyrighted in the U.S. and Canada.]

BUILT BY THE CRUSADERS: A MEDIAEVAL STRONGHOLD IN SYRIA.



WHERE GENERAL GOURAUD RECENTLY RECEIVED THE SUBMISSION OF THE CONQUERED ANSARIEHS: RUINS OF THE GREAT CASTLE OF ZAHYOUN, BUILT BY THE CRUSADERS IN THE TWELFTH CENTURY.



A HUNDRED-FOOT CHASM CUT BY THE CRUSADERS IN THE SOLID ROCK: A MARVELLOUS DEFENCE WORK AT ZAHYOUN—SHOWING THE CENTRAL PILLAR OF THE ANCIENT DRAWBRIDGE LIKE AN OBELISK AT THE ENTRANCE.

The French forces in Northern Syria recently subdued the turbulent tribe of the Ansariehs (or Alaouites) in the mountainous region north of the Lebanon, midway between the Orontes and the Mediterranean, and General Gouraud, the French High Commissioner, addressed a gathering of chiefs and people at the ruined castle of Zahyoun. This wonderful relic of European military architecture in Asia Minor was built during the twelfth-century Crusades. A writer who accompanied General Gouraud says: "We found ourselves in the presence of one of the most remarkable

of artificial *coups de sabre*. The Crusaders, faithful adherents of the Counts of Saone, who built this 'eagle's nest,' had carved up the plateau, and dug a huge excavation 100 ft. in depth. Only a drawbridge, whose arches remain, connected the fortress with the Ansarieh territory, and the middle pillar, still intact, has the appearance of an obelisk. The castle is now a mass of ruins. All is confusion and chaos. One had to crawl in order to enter the vaulted halls of the third storey. The place is a veritable scaffolding of military defence works."



THE WORLD OF WOMEN.

THERE is one thing that reigns in our woman's world with enduring sway. It is the noble animal—not Monsieur the Man, but *messieurs et mesdames* the horse. I go back to pre-Easter days for confirmation of this theory. The Household Brigade Steeplechases at Hawthorn Hill had a hopelessly wet and cold first and a dull and cold and sodden-ground second day. Did these conditions keep women away from the horses? Most undoubtedly they did not. They were in the paddock, ankle-deep in mud, with umbrellas up, to see them got ready for each contest, and they were back to see them come in; then they were on the lawn to see each chase. It is true that some of us did envy the steaming winners, and wondered if ever again we should feel as hot as the horse looked! The Queen, it is true, did not leave the shelter of the glass-roofed stand for the paddock on the day she was there; but then her Majesty had a plum-coloured cloth coat and skirt, with only a blue fox as a wrap, and a toque with a brim faced with pink and purple button-roses packed in closely together. No mackintosh or overcoat had the Queen brought with her. I was much amused to read somewhere that she was the only person present who had an umbrella. Had it been so I had not had drips down the back of my neck, nor my long-suffering hat pecked at and its straw all roughened out by the points of other folks' "brollies." The Queen had an umbrella which was unopened, for someone held a man's-size one over her in the few yards she had to walk from the motor-car to the stand. Later she put up her own and was out on the lawn. For the rest, there were not many ladies on the lawn who had not these protections, although for the most part they were altruistically lowered when a race was in progress.

What I noticed on the Saturday was that those who had cloth or mackintosh overcoats on the Friday were well wrapped up in fur. Lady Astor, with whom were Lord Astor and three youngsters very eager about the horses, had a beautiful kolinsky wrap over a covert-coating suit. Her hat was charming: of tawny straw, high of crown and narrow of brim, it was surrounded by soft quills in olive-green and terra-cotta. Lady Rachel Cavendish had with her Miss Edwina Ashley, who is recently back from India. At last the announcement that she is engaged to Lieut. Lord Louis Mount-Batten, R.N., has been confirmed. She has a most fascinating and bright face, and dresses always suitably. She is said to be heiress to her grandfather, the late Sir Ernest Cassel. It should not be forgotten that he left large sums for philanthropic purposes, to his nephew Sir Felix Cassel, and to others; also that Miss Edwina Ashley has a sister. It is always a cheery meeting, the H.B.S., and it was so this year, despite the weather. Lord and Lady Camden were there with their son and daughter-in-law, Lord and Lady Brecknock. Tall Lord Blandford was accompanied by tall and lovely Lady Blandford. Major Combe had pretty Lady Moira with him; and Sir Victor Warrender escorted his tall and pretty young wife. Colonel and Lady Mary Stanley were accompanied by her son, the young Earl of Erne; and Lord and Lady Portarlington had their boy, Lord Carlow, with them. Lady

Desborough had her younger girl with her; and Lady Victoria Villiers chaperoned her girl, Miss Angela Villiers. It is a sort of big family affair, for everyone either knows everybody else or has a very clear idea why they don't know them. The King and Queen looked rather lonely without any of their boys, but their girl's arrival home on the Saturday would rejoice their hearts. As this meeting was the last large social assemblage before the break up for the Easter holiday, I have ventured to hark back to it.

The death of Viscountess Farquhar came so suddenly that it was a great shock to members of her own family, of the Royal Family, and of that large section of society in which she was deservedly so great a favourite. A few years senior to Lord

Men are worrying themselves no little about this dress-allowance question. I heard one in a train say very querulously, "Dress allowance, dress allowance, what in thunder do they want with dress allowances, when men pay their bills?" Doubtless many men do pay their wives' bills, but how many do it pleasantly? There are many women I know in the West End of London who ask their dressmakers, etc., to send them in a bill, not for all their indebtedness, but for whatever sum they can be induced to take on account. The whole sum owing they dare not own up to. In this way they get in a very bad state of debt, of consequent nerves, and possibly also of gambling. Mr. Justice McCardie's pronouncement is a blow to the credit system, and that system is the ruin of many a woman's happiness, and of

many a small, not too well capitalised West End firm's prosperity. The latter, of course, the larger and more opulent they are, pander to it, because their customers could not be tempted to exceed their means if purchases were for ready money only. I believe that most women would keep within an adequate dress allowance if ready-money payments were the rule. Adequate, however, dress allowances should always be; and a woman wholly without a personal income is a very pitiable member of her sex, even if she be the wife of a millionaire!

The way in which people are talking about Princess Mary making the season a success by entertaining is absurd. Princess Mary and Lord Lascelles will certainly be great acquisitions to London's social life, and, being young and rich, will entertain, and charmingly. Chesterfield House is well suited to the purpose. Only their Majesties, however, can turn the aspect of the season and make it socially brilliant. If the King and Queen sound the C major keynote, the great people and the rich people will make it a brilliant scale. On the other hand, if the King and Queen make the keynote one for quietness and retrenchment, we shall have a social scale in a minor key. That is how things are this Easter-tide, and soon the one note or the other will be struck, and we shall

know what to expect. Princess Mary and her husband will be entertained and will entertain, and the Prince's return will make things hum for a time, but for a really brilliant season we are dependent on the decision of their Majesties, and we may be sure that it will be a well-thought out and a wise one.

Miss Elita de Bittencourt's engagement to Colonel Philippi, the well-known polo player, and member of a good North-country family, is interesting. The bride-elect and her sister, Lady Lisburne, are very clever, and very bright and attractive. Their father is Secretary to the Chilean Legation, and he and Mme. de Bittencourt have been long and favourably known in London. Lady Lisburne has a small son and two small daughters. The wedding will, I believe, take place in London early in the season. Viscount Folkestone and Miss Adeane are to be married out of town, and so will Lord and Lady Lamington's only daughter, the Hon. Grizel Cochrane-Baillie. A. E. L.



FOR SPRING DAYS: A CHARMING TRIO.

On the extreme left we have a gabardine coat and skirt trimmed with military braid. This costume can be had in navy, nigger, brown and black. The central figure wears one of the velveteen coats which are now so much the vogue, and can be worn with any skirt. It is lined with shot silk. The dress on the right is of crêpe-de-Chine, and can be obtained in various colours. Pemberthy's, of Oxford Street, are responsible for all three garments.

Farquhar, she has for many months been looking frail and delicate. Without thought for or of herself, she went on with life, making no complaint. Lord Farquhar, throughout their over a quarter of a century of married life intensely careful about his wife, must also have been greatly shocked. Last year they celebrated their silver wedding. Sir Samuel Scott is Lady Farquhar's only son, and she leaves also three daughters, all married and with children.

Easter over, and a late Easter too, we shall all be anxious about the prospects of the Season. The Prince will be home about June 20. Although, by desire of the King, he is to be relieved from public engagements for some months, save from a very few already promised, he will have many private ones, and will be an eagerly-sought guest. There is no present question of his marriage. These things have a way of coming along when least expected, and about his Royal Highness's matrimonial intentions only the blind god could tell us, and he won't!

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THE BRONTË NOVELS WITH DULAC COLOUR.

IN English fiction the novels of the Brontë sisters—Charlotte, Emily, and Anne—hold a unique place, and the pathetic story of their own lives has in itself undying interest. It will always be a mystery why so much feminine genius should have suddenly blossomed all at once in that lonely vicarage on the Yorkshire moors. Literary talent often runs in families, but it seldom occurs so suddenly in three sisters together. Perhaps their blend of Celtic blood had something to do with it, for their father was Irish and their mother Cornish.

Brontë devotees and novel-readers generally will rejoice in the delightful new edition just inaugurated by Messrs. J. M. Dent, of which the first two volumes (6s. net each) are Charlotte Brontë's "Jane Eyre" and "Shirley," both illustrated with twelve colour-plates by Mr. Edmund Dulac. In outward form the books have the characteristic Dent touch in daintiness of binding and decoration; while print and paper leave nothing to be desired. But the illustrations are, of course, the principal external attraction. This edition of "Jane Eyre" was first issued in 1905, and has been reprinted, with type re-set.

Mr. Dulac's art has been chiefly noted for brilliant colouring allied with imaginative fantasy in design, and one opened the books with some curiosity as to whether the grey tones and austere simplicity associated with Brontë scenery and characters would suit his style. At the same time, the poetic quality in his work is certainly appropriate in this connection. He has adapted himself admirably to the requirements of the subject, combining his mastery of colour, duly subdued, with the requisite amount of realism. His exquisitely finished plates light up the volumes very pleasantly, and it is obvious that he has felt the spirit of the writer and has found in his task a genuine inspiration. The general question of illustrating novels is discussed on our "Books of the Day" page by Mr. J. D. Symon, who quotes Charlotte Brontë's own opinion.

Not the least valuable feature of the books is the introduction provided for each by Miss May Sinclair. It was fitting that a distinguished woman novelist of to-day should have been chosen for the duty of preparing the way for a fresh generation of Brontë readers, and Miss

Sinclair has performed it with excellent judgment and not at too great a length. Within a few pages she succeeds in stimulating interest both in the novels and their authors, and, while paying all due tribute of praise to great names, she does not lose a sense of proportion or forget the obligations of criticism.



ENGAGED: LORD LOUIS MOUNTBATTEN, M.V.O., R.N., AND MISS EDWINA ASHLEY—A PHOTOGRAPH TAKEN AT DELHI.

As mentioned under our studio portrait of Miss Ashley on a previous page, her engagement to Lord Louis Mountbatten, son of the late Marquess of Milford Haven, was recently announced. She has inherited a large part of the vast fortune of her grandfather, the late Sir Ernest Cassel. The above photograph was taken at Delhi, during the visit of the Prince of Wales, to whom Lord Louis is Naval A.D.C. for the Indian and Japanese tour. Since the war, during which he became second-in-command of Submarine "P31," Lord Louis has matriculated at Cambridge under the Admiralty scheme.—[Photograph by C.N.]

THE TEMPLE OF HERACLES AT GIRGENTI.

(See Photographs on "Books of the Day" page.)

IN accordance with the agreement made last year between the Italian Government and Captain Alexander Hardcastle, the restoration of this fine old Doric temple of Heracles (Hercules) of the sixth century B.C. will now be commenced, and the raising of the four best-preserved columns should be completed this summer.

The temple was built about 520 B.C., on the south or sea wall of the great Greek colony of Akragas (on the south coast of Sicily, afterwards the Roman Agrigentum), which was, like Syracuse, one of the most splendid cities of antiquity, containing perhaps half a million people, and therefore larger than Athens, Corinth, and Sparta taken together. The building only lasted a century, being destroyed by the Carthaginians in 406 B.C.; and, though the cella was partly restored by the Romans, the great columns remain exactly as they fell, twenty-three centuries ago. One of the photographs shows a general view of the restoration. The other shows one of the columns to be raised, looking south from the base along the three other drums to the broken capital. In the valley below is seen the so-called Tomb of Theron, and in the distance the African sea. Imagination must add the cinnamon and orange of the stone, the varying green of olive and vine, and the blue steel line of the horizon.

Later on, the promoter, Captain Hardcastle, who is the first foreigner to reside in this historic city, hopes to clear the whole platform, to align in position the remains of many other columns, to rebuild the fallen walls of the cella, and to replace, at any rate, some fragments of the entablature upon the majestic pillars. When this has been done, a vision of the ancient temple in all its glory will flash upon the imagination of the observer, and the dull guide-books will no longer be able to speak of "the insignificant ruins of this peripteros-hexastylus."

Princess Mary and Viscount Lascelles arranged to visit Yorkshire and spend a day at Wetherby Races during Easter. It has now been decided that Goldsborough Hall is to be the future home of the Princess. Both Wetherby and Goldsborough are but about six miles from Harrogate, which noted spa looked forward with pleasure to the arrival of its royal neighbours.

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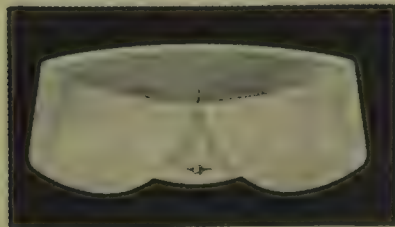
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A FORTUNE IN POSTAGE-STAMPS: £7343 FOR A SQUARE INCH OF PAPER.

SINCE the war there has been a great development in stamp-collecting, and the advent of numerous wealthy collectors into the field has had an important influence on the market. Within the past few months some notable new records in stamp prices have been chronicled.

Prior to the war the highest price ever paid for a single stamp at public auction was £1450 for a 2d. blue "Post-Office" Mauritius stamp of 1847. This was a fine unused copy of this rare stamp, which had been found by chance in an old forgotten school-boy album in London, and is now in the collection of the King. A subsequent private sale to the late Mr. H. J. Duveen of a pair of these "Post Office" stamps, 1d. red and 2d. blue, each fine unused, represented about £5000 the pair; but the transaction was done partly in cash and partly in exchange. In 1920 a copy of the 2d. stamp, used, but very fine, fetched £2338 at the sale of the Mors collection in Paris. The late M. Ferrary, whose famous collection is being dispersed gradually in Paris, had no fewer than seven out of the twenty-six known copies of these stamps, including—of the "One Penny," one unused, two used; of the "Two Pence," two unused, two used. With the exception of a rather poor used pair in which both the 1d. and the 2d. stamps were defective, and which pair was sold for £2300 last October, the balance has yet to be sold. The rarest of the Ferrary Mauritius stamps is the "One Penny" unused, of which only two copies are known, and it should fetch a very high price indeed.

The "Post Office" Mauritius stamps have been generally regarded as the most expensive of all postage-stamps, but there are rarer stamps which are of such extreme rarity that they were all but unknown in the auction-room. Ferrary, who had been collecting for half a century, and spent his great fortune lavishly on acquiring stamp rarities, had the most wonderful accumulation of these.

At the sale of the first portion of his collection in June last, a pair of the 2 cents British Guiana stamp, a mere type-set label with a bent circular printer's rule round the inscription, fetched £5250. There are only ten copies of this stamp known, and no fewer than six of them had been in Ferrary's possession, and five were in the collection when he died—namely, two pairs and one single copy. The pair which fetched £5250 had been acquired by the great collector in comparatively recent times—about 1900—for £1500.



A FORTUNE IN STAMPS: TREASURES FROM THE FERRARY SALE, INCLUDING ONE (NO. 5) THAT FETCHED £7343—FAR AND AWAY THE RECORD PRICE EVER PAID FOR A SINGLE STAMP.

The above stamps with their sale prices are: (1) Annapolis (Maryland), 5 cents. (£636); (2) New Haven (Connecticut) stamped envelope (£1223); (3) Lockport, N.Y. (£1815); (4) Millbury (Massachusetts), 5 cents. (£410); (5) The only known British Guiana 1856 1-cent. (£7343, the record price for a single stamp); (6) Alexandria (Virginia)—(£1469); (7) Baltimore (Maryland), 5 cents. (worth about £150. A 10-cent. sold for £1469 in the Ferrary sale); (8) Boscawen (New Hampshire), 5 cents. (£2570).

By Courtesy of Fred. J. Melville, 110, Strand, W.C.2.

A second pair, very poor and defective compared with the other, was bought by Ferrary for £175 as far back as 1889; it sold in October last for £1410.

Until the present month, the record since the war for a high price for a single stamp was held by a

2 cents Hawaiian "Missionary" stamp of 1851. Ten copies of this are known, and Ferrary had four of them. The first of these was a beautiful specimen, as nearly perfect as could be desired, and it fetched £3900 last June. That price far out-distanced any price previously paid for a single stamp. Another 2 cents Hawaiian stamp of the same issue, but not so good a copy, only brought £2115 at the October sale.

This month all previous records have been eclipsed by the sale of a poor-looking, unattractive little scrap of dull carmine paper, bearing the impress in black of a stamp of British Guiana, printed locally in 1856 during a temporary shortage of supplies of the proper stamps from England.

Of this 1 cent stamp only the one copy is known, and it has never come on the market previously. It had been found by a young collector in Demerara in 1873, and was sold by him for six shillings to another collector in the colony. The second owner sent his collection over to a friend in Glasgow to sell for him, and the whole collection was acquired by a Liverpool dealer for £120 in 1878. It contained the 1 cent stamp, which had been unknown to the British collectors of that period, and Ferrary snapped it up at about £150. It has lain in his collection for forty-four years, and its first appearance on the open market was expected to cause a sensation. It did, for it broke all price records, scoring £7343, or rather more than five times the amount ever realised at auction for a single stamp before the war.

Nothing can be rarer than the 1 cent. British Guiana stamp of 1856, but it has its peers in a few other stamps, of each of which only one copy is known. The circular stamp of Alexandria (Virginia) illustrated exists printed in black on buff paper, and also on bluish paper. Of the buff paper specimen only three are known, but there is only a single copy known of the "Blue Boy," and that is in America. Ferrary had one of the buff stamps, and it sold on April 7 for £1469, which approximates very closely to the current British catalogue valuation of £1500 for this stamp.

[Continued overleaf.]

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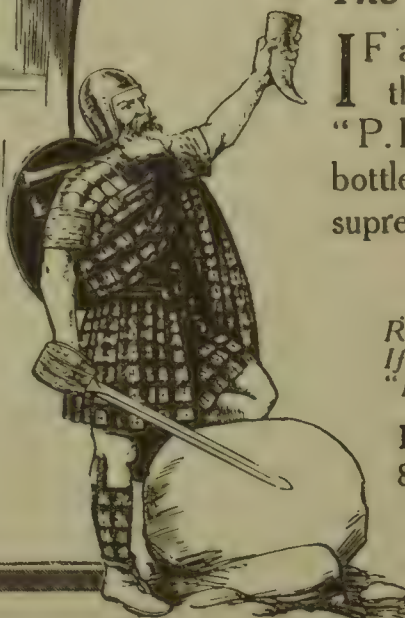
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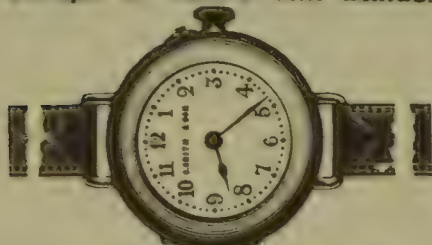
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Another unique specimen hails from the town of Boscawen in New Hampshire. It is just a thin slip of yellowish paper on which has been impressed the simple inscription: "Paid 5 Cents," but it is still adhering to the original envelope on which it was used about 1846. The one and only specimen of this was sold in Paris the other day for £2570. The English catalogue places its value at £2000.

Another unique stamp was issued by the postmaster of Lockport, N.Y., about the same time as the Boscawen, and for this a collector paid £1815.

Yet another item in the recent Paris sale was a stamped envelope of Annapolis (Maryland). Its face value is 5 cents, and it was formerly in the collection of the late Earl of Crawford, who possessed one of the finest collections of United States stamps ever brought together. Lord Crawford is said to have declined an offer of 10,000 dollars (£2000) for this envelope some years ago, but it evidently did not appeal very strongly to the bidders in Paris, as it was sold for £636.

To pass from the heights of four-figure prices to a ridiculous item, also claimed to be unique, a supposed stamp of New Haven, Connecticut, in which the whole design was drawn by hand, fetched a mere £15. The surprising thing is that anyone was foolish enough to pay even that for a stamp which was obviously nothing less than the invention of a joker. On the other hand, one of the known and recognised stamped envelopes of New Haven fetched £1223.

The stamps of the Baltimore (Maryland) postmaster are of two denominations—5 cent and 10 cent—and they exist on white and on bluish paper. They are extremely primitive, bearing the signature of James M. Buchanan, who issued them in 1846. The 5 cent stamps fetch about £150, but the 10 cents are much rarer. A 10 cents on white paper sold for £1469 at the recent sale, and that is about its recognised value. The same denomination on bluish paper is scarcer still, and would realise £2000.

Another stamp of the same class, but of more pretentious design, is the 5 cents black on bluish paper issued at Milbury, Massachusetts, showing a portrait of Washington. The Ferrary copy of this brought £410, not an unduly high price for this rarity in fine condition. The enormous advance in the selling value of the

front rank rarities is, after all, not so surprising as the advance in the prices of stamps which, although rare, are not to be classed among the "unattainables." Of some of the famous European rarities Ferrary had not merely a specimen or two of many of them he



INCLUDING THE STAMP THAT FETCHED FAR THE HIGHEST PRICE ON RECORD—£7343: ACTUAL PHOTOGRAPHS FROM THE GREAT FERRARY COLLECTION.

In this page from the Ferrary catalogue (here reduced in size), the British Guiana 1-cent stamp, sold for £7343, is at the foot—on the right, in its actual size, and on the left, enlarged. Another British Guiana stamp (4 cents) is seen at the top on the left. Details and prices of the rest have not been supplied.

had dozens, and in every case the finest copies have been fetching high prices. The 3 lire Tuscany was represented in the April sale this year by no fewer

than eight copies, and several were also included in the previous sales. The best of them fetched rather over £300 each.

Of the "double Genevas," which were the earliest of the divisible stamps, and were looked upon with grave suspicion by the early collectors, there must have been more than a dozen in the collection—a mere £200 stamp, but not often to be found in fine condition.

Of still more modest, but difficult stamps to obtain, this omnivorous collector had remarkable accumulations. Of the "large Eagle" stamp of Geneva, on yellow-green paper, a stamp that fetches £8, he had an entire sheet of 100, and in this original sheet condition it is not surprising that a collector paid £1223 for the sheet, which is 50 per cent. more than anyone would have paid for one hundred separate copies of the stamp.

It is estimated, that from the early 'sixties, when Ferrary started to collect, until 1917, when he died in Lausanne in Switzerland, he spent over a quarter of a million on his stamps. The sale of his collection, which commenced in June 1921, has only proceeded to the extent of three comparatively smaller sections, which have realised to date 6,600,000 francs, or roughly £137,500. No one knows just how much more there is to come, but up to the present barely a score of the four hundred stamp-issuing countries have been touched, and each new sale reveals an additional wealth of unsuspected rarities.

The sales will probably go on for over two years, and if the present high prices are maintained, the "Ferraries," if one may coin a term, should bring in a total not far short of a million sterling. Ferrary not only had his pleasure in the pursuit of a fascinating hobby, but his wealth was well invested. Yet it was one of the tragedies of his life that his heirs at law were continually striving, with some success in the French Courts, to restrain his expenditure on his one great passion.—FRED J. MELVILLE.

For the benefit of air passengers, the Instone Royal Mail Air Line now carry on all their air routes the Mothersill Air, Train, and Seasick Remedy, which, it is claimed, will undoubtedly abolish air-sickness.



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In the first place they are absolutely clean. No chemicals are used in curing them and

they are not touched by hands until you open the packet. But their high food and tonic value is due to the fact that they instil the energy of Nature into the body through the natural heat of pure fruit sugar and the vitalising properties of assimilable iron. Sugar is the food that gives the body fuel. Sun-Maids are 71% sugar—practically pre-digested fruit sugar that will not harm those who cannot take the ordinary kind. Even kidney sufferers can safely satisfy their craving for sweets with Sun-Maids.

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Test this new food-energiser yourself. When you acquire the "Sun-Maid Habit" that so many are now forming, you will realise the value of this healthful custom—inexpensive, yet delightful.

Start the habit to-day. Get a packet of little Sun-Maids at lunch-time. Eat them—a palmful at a time—and get another packet for the folks at home.

You can get them anywhere—at grocers, sweet-shops, bakers or stores.

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THE CHRONICLE OF THE CAR.

An Austin Accessory.

Fickle April is with us, and our English summer is so notoriously unreliable that it is good news to learn that the Austin Motor Company are now supplying side curtains for their Austin "Twenty" open models, as well as for the Austin "Twelve" touring cars, as parts of the standard equipment without extra charge. This renders both types of cars complete in every possible way, and a purchaser knows that once he has taken over the car his capital outlay is finished, and that he need not look forward to winter weather with anxiety as to what further expenditure may be necessary.

Bean Receiver Discharged.

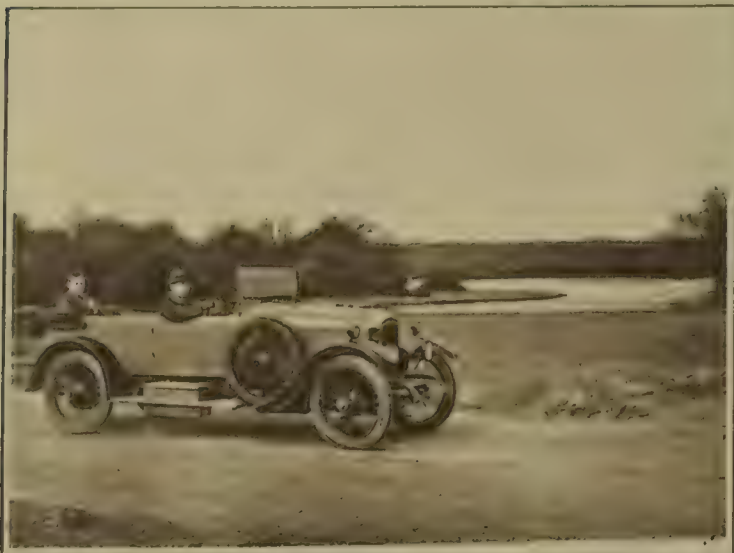
The manufacturers of the Bean car are to be congratulated on securing the withdrawal of the Receiver and Manager. The company, in addition to manufacturing the Bean car, have a large iron foundry at Tipton and a Drop forging plant at Smethwick, and the news that the directors have

Proposed New Motor Legislation.

The long-anticipated interim report of the Departmental Committee on the Taxation and Regulation of Road Vehicles has now been printed and issued. Incidentally, it would appear that the title of the Committee is a misnomer, since its deliberations appear to be entirely confined to the mechanically propelled vehicle, to the exclusion of all other forms of traffic. To come to the report, the forecasts which have appeared in the Press from time to time turn out to be substantially correct. First, and most important, the Committee recommends that the existing speed-limit of twenty miles an hour shall, so far as it applies to passenger cars, be abolished altogether. In making this recommendation, the Committee says it has come to this conclusion on the ground that the public would be more effectively protected, and less irritation caused to careful motorists, by the rigid enforcement of the regulations as to dangerous driving. The Committee suggests that the clause of the proposed new Act relating to dangerous driving should read, subject to drafting amendments: "If any person drives a vehicle on a public highway recklessly or negligently, or at a speed or in a manner which is dangerous, having regard to all the circumstances of the case, he shall be guilty of an offence under this Act." It will be observed that this wording vastly simplifies the issues, as compared with the cumbersome text of the old Section 1 of the Motor Car Act, or even the modified wording of the Road Traffic Bill advanced by the Motor Legislation Committee.

As to speed-limits in towns and populated places, the Committee suggests that the case would be

met by the institution of a standard form of cautionary sign, of distinctive character, to be prescribed by the Minister, and indicating the need for a reduction in speed. For instance: "Speed should not exceed 20 (or 10, as the case may be) miles per hour." The



THE REAPPEARANCE OF A FAMOUS PRE-WAR FOUR-CYLINDER CAR: THE 15-20-H.P. STRAKER-SQUIRE—1922 MODEL.

The photograph was taken at Connaught Waters, Chingford, on the borders of Epping Forest.

resumed control of the undertaking will be received with much satisfaction in motoring and engineering circles.



PASSING THE FAMOUS ECHO ROCK BY LOCH ARD, WHERE HELEN MCGREGOR WON A FIGHT: A 40-50-H.P. SIX-CYLINDER NAPIER.

The photograph shows part of Loch Ard, the rock on the right being the historic Echo Rock. It was here that Captain Thornton and his troops were defeated by the Highlanders commanded by Helen McGregor. From a cleft in the rock there is a fine echo which is repeated very distinctly three or four times. The car in the foreground is one of the latest 40-50-h.p. six-cylinder Napiers.

Committee does not propose that the mere failure to keep within these cautionary limits should in itself constitute an offence, as is the case in the matter of existing ten-mile limits. This is as it should be. Most careful drivers have developed the habit of regarding these existing special limits as being purely cautionary, because the conditions vary so much from time to time. The presence of a ten-miles limit sign indicates that there may be conditions ahead which will render great caution necessary. Arrived within the limit, it may be found that there is absolutely no traffic on the road, and that a speed well in excess of ten miles an hour is perfectly safe, yet it becomes an offence to exceed it. The trouble, too, is that in many places the police set traps in these limits when the road is clear and there is no possibility of danger. When the road is congested with other traffic, as, for instance, on a market day and when anything above a walking pace is dangerous, there is no

(Continued overleaf.)

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The Field, February 18th, 1922.

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PUT the right spirit into your game by putting the right spirit into your car. Wise golfers use the "Best Possible."

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DOWD

British Petroleum Co. Ltd
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Continued. trap, because it would be a physical impossibility to work it! Furthermore, there is no inducement to set it, because, as nobody exceeds the limit, the

the one who meets his end through being run over by a motor omnibus. My own opinion is that every person who is in charge of a vehicle on the highways should be in possession of a license to drive, and should be required to declare his fitness. Anyway, it is satisfactory to know that the Committee do not favour the creation of another huge bureaucratic department for the examination of all applicants for licenses or for their renewal. The *Motor* states that there are 1,100,000 driving licenses current. If the figures are correct, as I assume them to be, it needs no imagination to realise the enormous amount of work and expense that would be entailed by the institution of such a test as has been suggested, and for which I understand the police witnesses before the Committee pressed very strongly. I can understand their object, inasmuch as the examination would probably be a police affair, and there would be some quite good jobs going in the new Department!

three days, and satisfies the court that it was due to an "occasional inadvertence." It seems to have been proposed that every driving license should carry on it a photograph of the holder; but the Committee have come to the conclusion that this would cause so much inconvenience and expense to the motoring public, and raise so many administrative difficulties, that any advantage that might accrue would be completely outweighed.

Illumination of Number Plates.

The Committee gets on to very controversial ground when it attacks the question of the illumination of identification plates. They state that there is strong evidence that the said illumination is inadequate, and that the standard of illumination is not as good as it was before the war. In view of the recommendation that the speed-limit should be abolished, the Committee regard it as essential that the rear identification plate should be properly and clearly illuminated. The question at once arises of what is proper illumination and who is to judge and how. It is difficult to dispute the dictum of the Committee that the standard is not as good as before the war; but I should have said, as a result of

[Continued overleaf]



A WELL-KNOWN CAR DEPOT IN SURREY: THE INTERIOR OF THE MAGNIFICENT SHOW-ROOMS OF MESSRS. ROOTES, LTD., AT DORKING.

local revenues would not benefit from resultant fines.

Examination for Driving Licenses.

The Committee have pronounced against the institution of tests before the issue of driving licenses. Instead, they recommend that every applicant for a driving license should be required to make a statutory declaration, in the following form: "I hereby declare that to the best of my knowledge I am not suffering from any disease or physical disability which would be likely to cause the driving of a mechanical road vehicle by me to be a source of danger to the public."

No exception whatever can be taken to this, but what the motorist would like to know is when all drivers, of whatever class of vehicle, are to be asked to subscribe to a similar declaration. It may perhaps be conceded that an epileptic subject might be more dangerous to the public when in charge of a motor vehicle than when driving a restive horse, but it cannot be argued that he is not a danger at all in the latter circumstances. And, it may be pointed out, the person who is killed by a runaway horse, frightened out of his few wits by the sudden collapse of his driver, remains dead for exactly the same period as

Producing the License.

One of the most vexatious provisions of the existing law is that in relation to the production of the driving license on demand by a policeman. Nobody deliberately takes the road without his license, but it is the easiest thing in the world to be found wanting on the very occasion when it is demanded. The motor driving license is the only one which carries a penalty for failure to produce it on the spot, and this has long been a sore point among motorists. If the recommendations of the Committee are translated into law, this will no longer be the case. It is suggested that in cases where the driver of a motor-car has left his license at home, he should not be liable to a penalty if, when the license is demanded, he gives his true name and address, produces the license to the police within



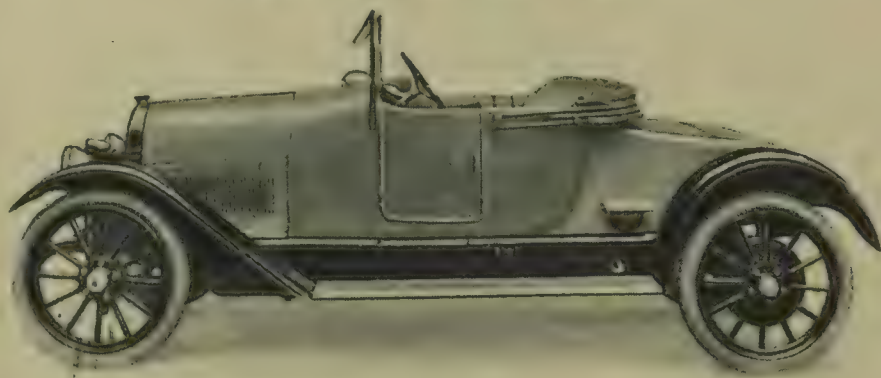
IN A 40-H.P. SIX-CYLINDER LANCHESTER: EARL HAIG LEAVING SPRINGFIELD COLLEGE, BIRMINGHAM.

Earl Haig recently visited Springfield College in connection with the British Legion of ex-Service men. Another Lanchester "Forty" is in the background.

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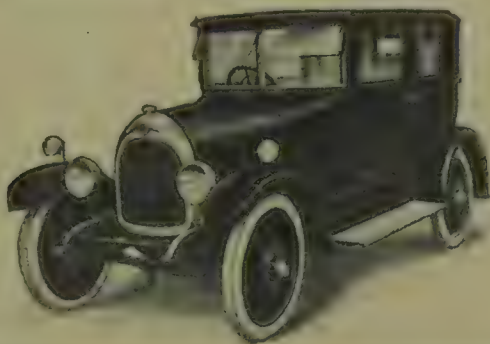
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(Continued.) observation, that it was better, owing principally to the growth in the use of electric lighting. If there is going to be any general legislation on this subject, I can foresee a lot of trouble in store for the unwary motorist whose "standard of illumination" does not come up to the ideals of the local constabulary. Do the Committee think there should be a standard test of this sort of thing? Did they, in arriving at their conclusion, realise that "proper and clear illumination" is very often a question of existing atmospheric conditions?

Penalties. In the all-important matter of penalties for driving to the common danger, the Committee are of opinion that offences should be classed under three heads: (a) Those which involve danger or injury to the public or show criminal intent; (b) Those which are likely to impair public safety and convenience or may have an injurious effect on the road surface; (c) Those which may be regarded as purely technical offences. Regarding these, it is worth while quoting the Committee in full—

Outstanding examples of the really serious offences which come under heading (a) are: (1) Those against Section 1 of the Motor Car Act, 1903 (amended as recommended), and (2) those where a person applies for or obtains a driver's license or drives a mechanically propelled vehicle

while his license is suspended, or while he is disqualified by an Order of the court from holding one.

In view of the recommended abolition of the speed-limit in certain cases, and of the suggestion that increased speeds should be permitted in other cases, the Committee feel that the existing maximum penalties for offences against Section 1 of the Motor Car Act should be increased, and they recommend that they should be as follows:—

First offence.—Fine not exceeding £50, with power to the court to suspend the driver's license, and/or disqualify him from holding one for such period as they may think fit.

Second or subsequent offence.—Compulsory suspension of license and disqualification from holding one for such period as the court may think fit, unless for reasons stated the court shall specifically determine otherwise, together with a fine not exceeding £100, and/or imprisonment for a period not exceeding six months.

The Committee are of opinion that special provision should be made for dealing with offences of the type set out in (2) above. Such offences are clearly extremely serious; and, in view of the fact that the question of their commission does not depend upon opinions given by witnesses, but upon ascertainable facts, the Committee recommend that the penalty, even upon a first offence, should be imprisonment for a period not exceeding 12 months, without the option of a fine.

It is also recommended that in all cases where imprisonment may be given the court should have discretion as to the imposition of hard labour.

The Committee assume that these and other penalties in respect of offences falling in class (a) will, in view of their importance, be specifically set out in an Act of Parliament.

With regard to offences coming under classes (b) and (c), the Committee venture to suggest that they should all be made offences against the proposed Act, and that a maximum penalty should be imposed by the Act, but that power should be given to the Minister when making regulations to group the various offences into classes, and to prescribe maximum penalties for each group not exceeding the maximum penalty that may be provided for in the Act.

It will be noted that the Committee's recommendations do not err on the side of leniency. In fact, the penalties seem to me to be absolutely savage, when we regard the flimsiness of the evidence required by most courts in motoring cases. However, this question must be left for discussion on a subsequent occasion.

A very interesting post-war works' conversion is that effected by the well-known electrical engineers C. A. Vandervell and Co., Ltd., in turning their magneto factory at Brighton into one for the production of small tools; the magnetos are now entirely manufactured at Acton, where all communications relating to these should be addressed. W. W.



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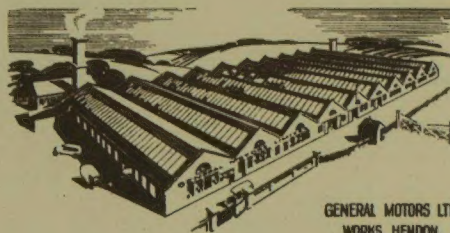
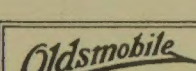
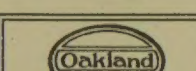
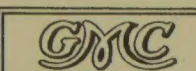
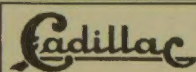
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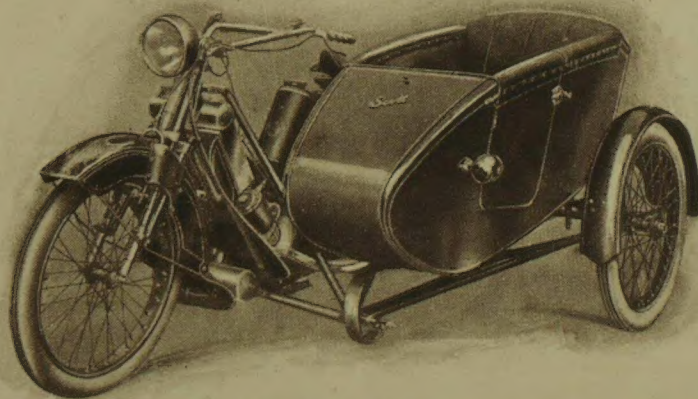
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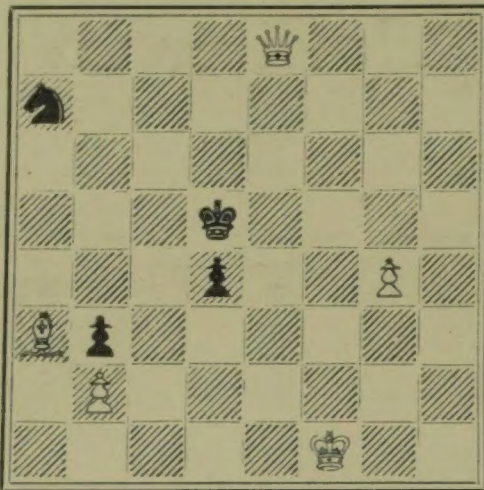
CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club between Messrs. R. C. GRIFFITH and E. MACDONALD.
(Caro Kann Defence.)

WHITE (Mr. G.) BLACK (Mr. M.)
1. P to K 4th P to Q 3rd
2. P to Q 4th P to Q 4th
3. Kt to Q 3rd P takes P
4. Kt takes P Kt to B 3rd
B to B 4th is the usual continuation, but Black thus early marks his departure from the conventional dullness of the opening.
5. Q to Q 3rd Kt takes Kt
6. Q takes Kt Kt to Q 2nd
7. B to K Kt 5th Kt to B 3rd
8. B takes Kt P takes B
9. B to B 4th Q to R 4th (ch)
10. P to B 3rd B to K 4th
11. Q to K 2nd P to K 3rd
12. P to K Kt 4th B to Kt 3rd
13. P to K B 4th Castles (Q R)
Showing excellent judgment of position, as it virtually paralyses White's K Kt and K R.
14. P to Q R 4th P to Q B 4th
15. P to Q 5th P takes P
16. P to B 5th B to K 3rd
17. B to Kt 5th B takes P
A sacrifice that is, of course, the price paid to secure the advantage soon to become apparent.
WHITE (Mr. G.) BLACK (Mr. M.)
18. P takes B P to R 3rd
19. Q to R 5th B to K 6th
20. B to K 2nd P to Q 5th
21. R to R 3rd
This unfortunate piece has to battle unaided against Queen, Rook and Bishop, and cannot therefore make much headway. White's forces are singularly dispersed, and show how mistaken his strategy has been throughout.
22. P takes P P takes P
23. Q to B 3rd Q to Kt 3rd
24. B to Q sq Q to Kt 8th (ch)
25. K to B sq K R to K sq
Q takes B (ch)
A vigorous ending to a smartly played game, and one anything but characteristic of the Caro Kann.
26. Q takes Q R takes Q (ch)
27. K to Kt 2nd R to Kt sq (ch)
28. K to B 3rd B takes Kt
29. P to B 4th R to B 5th (ch)
30. K to K 4th R to K sq (ch)
White resigns.

C WILLING (Philadelphia).—Your contribution—welcome as always—is indeed a charming one, and well worthy the widest publicity.
F C H (Dartmouth Park).—We trust you have received our communication adjudicating a draw in the position submitted.
W FINLAYSON (Edinburgh).—Pleased to hear from you again, and the enclosures are very welcome.

PROBLEM No. 3880.—By KESHAB D DE.
BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3878.—By G. STILLINGFLEET JOHNSON.

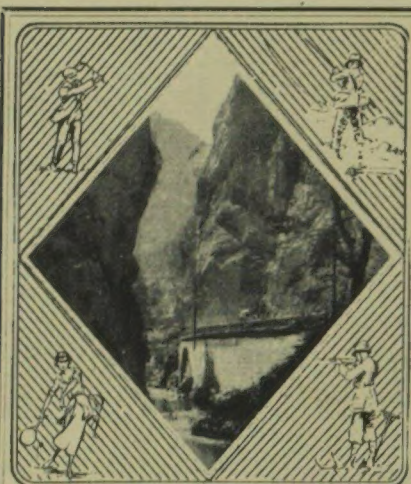
WHITE BLACK
1. B to R 3rd K to Q 6th
2. R to Q 6th (ch) K to B 7th
3. B to B 5th, Mate.

If Black play 1. P to B 6th, 2. R to Q 6th (ch), etc.; and if 1. K to Q 4th, then 2. R to K 4th, etc.

CORRECT SOLUTIONS OF PROBLEM No. 3875 received from H F Marker (Porbandar, India) and S Lawrie (Gualquaychu, Argentina); of No. 3876 from Henry A Seller (Denver, U.S.A.) and Casimir Dickson (Vancouver, B.C.); of No. 3877 from Rev. Armand Der Meares (Baltimore, U.S.A.); of No. 3878 from F L Kersey (Romey), Herbert Russell (Leicester), Rev. Canon Pelly (Wickham Bishops), Rev. W Scott, and A Priestly (Oundle).

CORRECT SOLUTIONS OF PROBLEM No. 3879 received from H W Satow (Bangor), H Grasett Baldwin (Farnham), Albert Taylor (Sheffield), H Johns (Manchester), A W Hamilton-Gell (Exeter), Wm Jones (West Hartlepool), and G Stillingfleet Johnson (Seaford).

After the illustrations of Stonehenge in our issue of April 15 had gone to press, Mr. Alfred E. Lee, who supplied the plan and details, discovered that he had inadvertently misnamed one of the stones (lying prone within the new Naos) as the "Slaughter" Stone, instead of the Altar Stone. It was then, unfortunately, too late to make the correction. Mr. Lee adds, in reference to his general explanation of Stonehenge and its religious uses: "I trust that it will be made clear that the credit of this astronomical work is entirely due to the late Sir Norman Lockyer, whose work on the Egyptian alignments was accepted as all but conclusive."



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18/6, 35/- & 65/-

Bath Salts	-	-	4/- & 10/-	Dusting Powder	-	-	5/-
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FOR over 80 years we have made a special study of Carpets and have earned what we believe to be a well-deserved reputation for the quality, style, and value of our Carpets.

INDIAN CARPETS.

A large consignment of Indian Carpets, just received, of Mirzapore and fine quality Ellores in a great variety of sizes and colourings.

A few examples in Mirzapore quality:

Ft.	In.	Ft.	In.		£	s.	d.
8	3	5	3	Red ground, Blue border	4	4	0
8	0	5	0	Green " Red "	4	4	0
9	3	6	3	Red " Blue "	5	10	0
10	3	7	3	Cream " Red "	7	7	0
12	1	9	1	Blue " Rose "	10	15	0
12	3	8	11	Camel " Blue "	10	15	0
12	0	9	1	Blue " Red "	10	15	0
12	2	9	2	Turkey Colourings	10	15	0
12	0	10	3	Red ground, Cream border	12	5	0
13	6	10	3	Green " Red "	13	10	0
15	0	12	2	Camel " Rose "	17	15	0
15	5	12	3	Turkey colourings "	17	15	0

Illustrated Catalogue of Carpets and Furnishing Fabrics post free.

HARVEY NICHOLS & CO., Ltd., Knightsbridge, LONDON, S.W. 1



CUTICURA CARES FOR YOUR HAIR

Nothing like shampoos with Cuticura Soap and hot water, preceded by touches of Cuticura Ointment to spots of dandruff and itching, to keep the scalp and hair healthy. They are ideal for all toilet uses.

Soap 1s., Talcum 1s. 3d., Ointment 1s. 3d. and 2s. 6d.
Sold throughout the Empire. British Depot: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London, E.C. 1.
Cuticura Soap shaves without mug.

Exceptional Value. TUCKEY'S PORT

VINTAGE STYLE, full bodied 54/-
*OLD TAWNY Delicious Wine 60/
Per Doz. Bottles.

*THE LANCET says:—
"The analytical figures support the opinion that this is a well-made and sound wine."

Full size Bottle of each sent post free for 10/-.

Cases free. Carriage Paid. List of Bargains on application.

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HIMROD'S ASTHMA CURE

4s. 3d. a tin
AT ALL
CHEMISTS

Gives instant relief from Catarrh, Asthma, etc.

The Standard Remedy for Over 50 Years

NEW LIFE AND BEAUTY FOR YOUR HAIR

Generous **FREE** Course of "Harlene Hair-Drill" to 1,000,000 Readers.

EVERY MAN OR WOMAN WITH ANY HAIR TROUBLES SHOULD TAKE ADVANTAGE OF THIS WONDERFULLY GENEROUS FREE GIFT OFFER TO-DAY BY JUST POSTING THE COUPON BELOW.

NOW is the time to commence repairing the ravages wrought by the Cold Winds, Fog, Artificial Light, etc., to your Hair.

Let Spring be a season of gladness and joyfulness to you by simply posting the coupon below TO-DAY and commencing at once a course of "Harlene Hair-Drill," which will Rejuvenate and Revivify your Hair and give it back the Health, Lustre and Beauty of which the Wintry conditions may have robbed it.

YOUR Hair, like your Body, is subject to many ailments caused by Cold Winds, Draughts, Confinement to Hot Moist Rooms and all the other conditions which react on the physical health, besides being weakened by the physical ills. For this reason it is imperative that Healthy Hair should be closely guarded and every precaution taken to keep your Hair free from the 101 ailments to which it is prone.

"Harlene Hair-Drill" is a splen-

4. A copy of the new edition of the "Hair-Drill" Manual of instructions, which tells you, in detail, the most effective method of carrying out the "Hair-Drill" treatment.

"HARLENE" FOR MEN ALSO.

Every man desires to preserve a fresh, smart, crisp appearance, and in this respect the care of the hair is essential. As already stated the Free Gift Offer made in this announcement is open to every man, and they will find this two-minutes-a-day "Harlene Hair-Drill" a delightfully pleasant and beneficial toilet exercise.

If you suffer in any way from:—

1. Falling Hair,
2. Greasy Scalp.
3. Splitting Hair,



The illustration on the left shows how Hair ailments such as Scurf, Dryness, Greasiness, etc., attack the Hair's roots, causing it to Split, Fade, and ultimately fall out. The illustration on the right shows Healthy Hair which is a source of Joy and Delight to its proud possessor. YOU may have Beautiful Hair by posting the Coupon below NOW. Do not delay, take this opportunity at once.

did remedy for Hair defects, and therefore everyone who is interested in maintaining the Health and Beauty of their Hair should post the FREE Gift Coupon below TO-DAY. Each of the 1,000,000 FREE Hair Health and Beauty Outfits contains:

1. A Bottle of "Harlene," the true liquid food for the Hair. It is Tonic, Food and Dressing in one.
2. A Packet of "Cremex" Shampoo. This is an antiseptic purifier which thoroughly cleanses the hair and scalp of all scurf, etc., and prepares the Hair for the "Hair-Drill" treatment. You should avoid greasy, hair-matting coconut oils.

3. A Bottle of "Uzon" Brilliantine, which gives a final touch of beauty to the hair and is especially beneficial to those whose scalp is inclined to be "dry."

4. Dank & Lifeless Hair.
5. Scurf,
6. Over-dry Scalp,
7. Thinning Hair.
8. Baldness,

Send the Coupon at once TO-DAY, with 4d. in stamps to cover cost of posting and packing of YOUR FREE GIFT.

After a Free Trial you will be able to obtain further supplies of "Harlene" at 1s. 1½d., 2s. 9d., and 4s. 9d. per bottle; "Uzon" Brilliantine 1s. 1½d. and 2s. 9d. per bottle; "Cremex" Shampoo Powders 1s. 6d. per box of seven Shampoos, single packets 3d. each; and "Astol" at 3s. and 5s. per bottle from all Chemists and Stores, or will be sent direct, on receipt of 6d. extra for postage, from Edwards' Harlene, Ltd., 20, 22, 24, and 26, Lamb's Conduit Street, London, W.C.1.



SPECIAL NOTICE TO THE GREY-HAIRED.

If your hair is Grey, Faded, or quickly losing its Colour, you should try at once the wonderful new liquid compound, "Astol," a remarkable discovery which gives back to grey hair new life and colour in a quick and natural manner. You can try "Astol" free of charge by enclosing an extra 2d. stamp for the postage and packing of the "Harlene Hair-Drill" parcel—i.e., 6d. stamps in all—when, in addition to the splendid 4-Fold Gift described in this announcement, a trial bottle of "Astol" will also be included absolutely free of charge.

POST THIS FREE GIFT FORM.

Detach and post to—

EDWARDS' HARLENE LIMITED,

20, 22, 24 & 26, Lamb's Conduit Street, London, W. C. 1.

Dear Sirs,—Please send me your free "Harlene" Four-Fold Hair-Growing Outfit as announced. I enclose 4d. in stamps for postage and packing to my address. (Illustrated London News, 22/4/22)

NOTE TO READER.

Write your FULL name and address clearly on a plain piece of paper, pin this coupon to it, and post as directed above. (Mark envelope, "Sample Dept.")

N.B.—If your hair is GREY enclose extra 2d. stamp—6d. in all—and a FREE bottle of "Astol" for Grey Hair will also be sent you.